

WE SHOW YOU THE WAY TO SPRAY TRADITIONAL FLAMES

STREET RODDER®

The World's
Rodding Authority

SEPTEMBER 2019 VOL. 48 NO. 9 STREETRODDER.COM

The
1958 Edsel

Where
FoMoCo
Missed the
Mark...



Alloway's Hot Rods Hits

The Bull's-Eye

Pg. 54

Hollywood Hot
Rods & Our Road
Tour '55 Ford
"Custom"

Plus

BUILDING

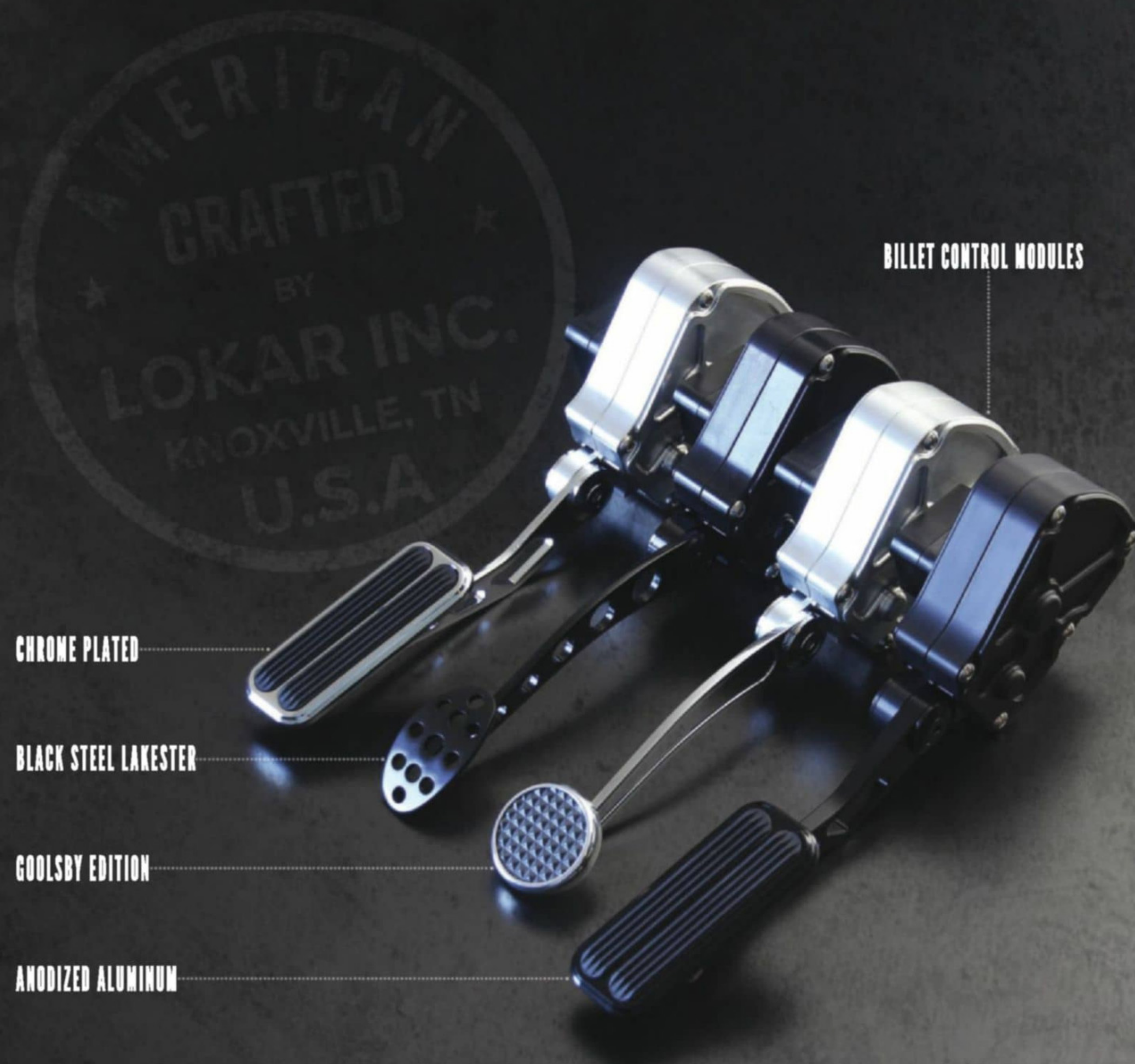
for Torque **pt.2** How to
Motorvate Your Hot Rod

ASSEMBLE

a "Quiet" & Strong
Ford 9-Inch Rearend

TEN: PUBLISHING

DRIVE-BY-WIRE THROTTLE ASSEMBLIES



BILLET CONTROL MODULES

CHROME PLATED

BLACK STEEL LAKESTER

GOOLSBY EDITION

ANODIZED ALUMINUM



QUALITY...PLAIN & SIMPLE®

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On the Cover: In 1958, it may have been the "wrong car at the wrong time," but 70 years later, thanks to Bobby Alloway, George and Kathy Lange's Edsel is all right! **Photography by Jorge Nunez.**

Table of Contents: In a sea of electricity on today's urban highways and byways, the anti-tree-hugging land yachts of the '50s and '60s could not be more ever-present—Nick Griot's Continental drop-top is a perfect example. **Photography by Jorge Nunez.**

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STREET RODDER ♦ SEPTEMBER 2019 **3**

HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

1,000+ Stores Nationwide
HarborFreight.com

SUPER COUPON
FREE

OVER 5,000
5 STAR REVIEWS

SUPER BRIGHT LED SMD WORK LIGHT/FLASHLIGHT

- Super-Strong, Ultra-Lightweight Composite Plastic
- Magnetic Base & 360° Swivel Hook for Hands-Free Operation
- 3 AAA Batteries (Included)
- 14-LED Lenses

ALL IN A SINGLE SUPER POWERFUL LIGHT

COMPARE TO PERFORMANCE \$13.52
ITEM 63878/63991/64005
MODEL: W2364 69567/60566/63601/67227 shown
72058228

Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 11/5/19 while supplies last. Limit 1 FREE GIFT per customer per day.

ZURICH SUPER COUPON

OBD2 CODE READER WITH ABS/SRS/FixAssist® ZR13

Customer Rating ★★★★★

NOW \$119.99

SAVE \$158 \$109.99

COMPARE TO Snap-on BLUE-POINT \$338
ITEM 63806
MODEL: EEC6324 72063921

LIMIT 1 - Coupon valid through 11/5/19

BRAUN SUPER COUPON

845 LUMENS UNDERHOOD RECHARGEABLE WORK LIGHT

- Rechargeable lithium-ion battery

41-5/8"

Customer Rating ★★★★★

NOW \$34.99

SAVE \$74 \$109.12

COMPARE TO BAYCO \$109.12
ITEM 63990
MODEL: SLR-2120 72064579

LIMIT 3 - Coupon valid through 11/5/19

PITTSBURGH SUPER COUPON

1000 LB. CAPACITY STEEL MOTORCYCLE LIFT

- Lift range: 7" to 29-1/2"
- Weights 269 lbs.

NOW \$349.99

SAVE \$480 \$829.99

COMPARE TO DIRECT-LIFT \$829.99
ITEM 69904/68892 shown
MODEL: 973100 72072073

LIMIT 1 - Coupon valid through 11/5/19

HaulMaster SUPER COUPON

18" x 12" MOVER'S DOLLY

- 1000 lb. capacity

Customer Rating ★★★★★

NOW \$7.99

SAVE \$10.99 \$22.99

COMPARE TO BUFFALO TOOLS \$22.99
ITEM 60497/61899/63095/63096/63097/63098 shown
MODEL: HDFOOLY 72074933

LIMIT 4 - Coupon valid through 11/5/19

SUPER COUPON

20% OFF

ANY SINGLE ITEM*

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, Extended Service Plan, gift card, open box item, 3 day Parking Lot Sale item, compressors, floor jacks, sales, saw mills, storage cabinets, chests or carts, trailers, trencher/backhoe, welders, Admiral, Ames, Bauer, Cobra, CoverPro, Daytona, Diamondback, Earthquake, Fischer, Hercules, Icon, Jupiter, Lynox, Poulan, Predator, Tailgator, Viking, Vulcan, Zurich. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 11/5/19.

72059733

DAYTONA SUPER COUPON

PROFESSIONAL 3 TON SUPER DUTY STEEL JACK

- Lifts from 3-3/4" to 23-1/8"
- Weights 104 lbs.

Customer Rating ★★★★★

NOW \$189.99

SAVE \$536 \$726.25

COMPARE TO SNAP-ON \$726.25
ITEM 63183
MODEL: F-2000 72069327

LIMIT 1 - Coupon valid through 11/5/19

SUPER COUPON

HEAVY DUTY FOLDABLE ALUMINUM SPORTS CHAIR

NOW \$19.99

SAVE 50% \$29.99

COMPARE TO COLEMAN \$39.99
ITEM 62314/63066/66383 shown
MODEL: 2000020293 72072961

LIMIT 3 - Coupon valid through 11/5/19

COVERPRO SUPER COUPON

10 FT. x 17 FT. PORTABLE GARAGE

Customer Rating ★★★★★

NOW \$169.99

SAVE \$120 \$290.75

COMPARE TO SHELTER LOGIC \$290.75
ITEM 62859/63055/62860 shown
MODEL: 76377 72077510

LIMIT 1 - Coupon valid through 11/5/19

NEW U.S. GENERAL SUPER COUPON

72" x 22" TRIPLE BANK EXTRA DEEP CABINETS

Customer Rating ★★★★★

29,500 cu. in. of storage
6,600 lb. capacity
Weights 528 lbs.

YOUR CHOICE OF COLOR

NOW \$999.99

SAVE \$5,990 \$1199.99

COMPARE TO SNAP-ON \$6,999
MODEL: KRA2432P80

Item 64004, 64003, 64167, 56116, 56117, 56118
72060184

LIMIT 1 - Coupon valid through 11/5/19

GOOD BETTER SUPER COUPON

21 GALLON OIL-LUBE AIR COMPRESSOR

Customer Rating ★★★★★

125 PSI

STANDARD LIFE
STANDARD, 90 dBA
STANDARD RUN TIME
STANDARD OIL-LUBE MOTOR

NOW \$159.99

SAVE \$79 \$179.99

COMPARE TO CENTRAL PNEUMATIC \$179.99
ITEM 61454/69091
MODEL: 62803/63635
67847 shown 72071207

LIMIT 1 - Coupon valid through 11/5/19

20 GALLON OIL-LUBE AIR COMPRESSOR

Customer Rating ★★★★★

135 PSI

2X LIFE
25% QUIETER
27% MORE RUN TIME
SUPERIOR CONSTRUCTION OIL-LUBE MOTOR

NOW \$169.99

SAVE \$80 \$249.99

COMPARE TO MCGRAW HILL \$249.99
ITEM 56241
MODEL: 64857 shown 72071254

LIMIT 1 - Coupon valid through 11/5/19

CENTRAL PNEUMATIC SUPER COUPON

1/4" AIR ANGLE DIE GRINDER

Customer Rating ★★★★★

NOW \$9.99

SAVE 80% \$49.98

COMPARE TO HUSKY \$49.98
ITEM 93088/62439/62046 shown
MODEL: H4230C 72073693

LIMIT 5 - Coupon valid through 11/5/19

PITTSBURGH SUPER COUPON

PNEUMATIC ADJUSTABLE ROLLER SEAT

- 300 lb. capacity

Customer Rating ★★★★★

NOW \$19.99

SAVE 71% \$26.99

COMPARE TO DURALAST \$69.99
ITEM 61160/61896/63456/46319 shown
MODEL: 176201C 72074794

LIMIT 3 - Coupon valid through 11/5/19

HaulMaster SUPER COUPON

3/8" x 14 FT. GRADE 43 TOWING CHAIN

- 5400 lb. capacity

Customer Rating ★★★★★

NOW \$199.99

SAVE 69% \$64.99

COMPARE TO MIBRO \$64.99
ITEM 40462/60658/97711 shown
MODEL: 426920 72076079

LIMIT 2 - Coupon valid through 11/5/19

PREDATOR SUPER COUPON

6.5 HP (212 CC) OHV HORIZONTAL SHAFT GAS ENGINE

Customer Rating ★★★★★

NOW \$99.99

SAVE \$230 \$119.99

COMPARE TO HONDA \$329.99
ITEM 60363/69730
ITEM 69727 shown
CALIFORNIA ONLY 72080295

LIMIT 2 - Coupon valid through 11/5/19

BETTER TITANIUM SUPER COUPON

UNLIMITED 200™ PROFESSIONAL MULTI-PROCESS WELDER

Customer Rating ★★★★★

NOW \$649.99

SAVE \$252 \$699.99

COMPARE TO ESAB \$902.64
MODEL: W1003141

ITEM 64806
72081654

LIMIT 1 - Coupon valid through 11/5/19

BEST VULCAN SUPER COUPON

OMNIPRO™ 220 INDUSTRIAL MULTI-PROCESS WELDER

Customer Rating ★★★★★

NOW \$879.99

SAVE \$552 \$949.99

COMPARE TO LINCOLN ELECTRIC \$1,432
MODEL: K3963-1

ITEM 63621
72083697

LIMIT 1 - Coupon valid through 11/5/19

PITTSBURGH SUPER COUPON

1 TON CAPACITY FOLDABLE SHOP CRANE

- Boom extends from 36-1/4" to 50-1/4"
- Crane height adjusts from 82" to 94"

Customer Rating ★★★★★

NOW \$129.99

SAVE \$120 \$249.99

COMPARE TO IRONTON \$249.99
ITEM 61858/69512/69445 shown
MODEL: 46210 72090033

LIMIT 1 - Coupon valid through 11/5/19

HARDY SUPER COUPON

MECHANIC'S GLOVES

Customer Rating ★★★★★

NOW \$4.99

SAVE 66% \$5.99

COMPARE TO VALEO \$14.99
MODEL: 25521

ITEM 62434, 62426, 62433, 62432, 62429, 64178, 64179, 62428 shown
72093920

LIMIT 5 - Coupon valid through 11/5/19

BRAUN SUPER COUPON

5000 LUMENS LED HANGING SHOP LIGHT

Customer Rating ★★★★★

NOW \$19.99

SAVE 57% \$29.99

COMPARE TO INOLOD \$47
MODEL: SM7288-12

ITEM 64410
72094412

LIMIT 3 - Coupon valid through 11/5/19

drill master SUPER COUPON

1500 WATT DUAL TEMPERATURE HEAT GUN (572°/1112°)

Customer Rating ★★★★★

NOW \$9.99

SAVE 64% \$14.99

COMPARE TO BLACK+DECKER \$28.06
MODEL: H01300

ITEM 35776/62340/62546/63104/96289 shown
72084398

LIMIT 4 - Coupon valid through 11/5/19

PITTSBURGH SUPER COUPON

3 TON HEAVY DUTY STEEL JACK STANDS

- Adjusts from 11-3/4" to 16-3/4"

Customer Rating ★★★★★

NOW \$18.99

SAVE 45% \$23.99

COMPARE TO TORIN JACK \$34.99
MODEL: 1007102

ITEM 38846/69597/62392/61196 shown
72087218

LIMIT 4 - Coupon valid through 11/5/19

CHICAGO ELECTRIC WELDING SUPER COUPON

STANDARD AUTO-DARKENING WELDING HELMET

Customer Rating ★★★★★

NOW \$34.99

SAVE 56% \$44.99

COMPARE TO KOBALT \$79.99
MODEL: SDY-A13

ITEM 67618
61611/56358/46092 shown
72095550

LIMIT 3 - Coupon valid through 11/5/19

CENTECH SUPER COUPON

AUTOMATIC BATTERY FLOAT CHARGER

Customer Rating ★★★★★

NOW \$4.99

SAVE 83% \$30.41

COMPARE TO SCHUMACHER ELECTRIC \$30.41
ITEM 69955/64284/42292 shown
MODEL: SC1 72096743

LIMIT 1 - Coupon valid through 11/5/19

PITTSBURGH SUPER COUPON

2 PIECE 1500 LB. CAPACITY VEHICLE DOLLIES

Customer Rating ★★★★★

NOW \$39.99

SAVE 55% \$56.99

COMPARE TO ROUGHNECK \$89.99
MODEL: 27916

ITEM 60343/67338 shown
72096754

LIMIT 2 - Coupon valid through 11/5/19

SUPER COUPON

TWO TIER EASY-STORE STEP LADDER

- 225 lb. capacity

Customer Rating ★★★★★

NOW \$19.99

SAVE 40% \$29.99

COMPARE TO WERNER \$33.88
MODEL: S322A-1

ITEM 67514
72098075

LIMIT 1 - Coupon valid through 11/5/19

PITTSBURGH SUPER COUPON

LOW-PROFILE CREEPER

- 300 lb. capacity

Customer Rating ★★★★★

NOW \$19.99

SAVE 55% \$44.99

COMPARE TO POWER TORQUE \$44.99
MODEL: GM40300

ITEM 63371/63424/64169/63372 shown
72099499

LIMIT 4 - Coupon valid through 11/5/19

Bauer SUPER COUPON

10 AMP DEEP CUT VARIABLE SPEED BAND SAW KIT

Customer Rating ★★★★★

NOW \$99.99

SAVE \$169 \$269.99

COMPARE TO DEWALT \$269.99
ITEM 64194
63763/63444 shown
MODEL: DWM120 72187467

LIMIT 1 - Coupon valid through 11/5/19

SUPER COUPON

AMMO DRY BOX

Customer Rating ★★★★★

NOW \$3.99

SAVE 60% \$9.99

COMPARE TO RANGEMAXX \$9.99
MODEL: 1312-02

ITEM 63135/61451 shown
72100163

LIMIT 4 - Coupon valid through 11/5/19

KRAUSE & BECKER SUPER COUPON

AIRLESS PAINT SPRAYER KIT

Customer Rating ★★★★★

NOW \$169.99

SAVE \$129 \$299.99

COMPARE TO GRACO \$299.99
MODEL: 262900

ITEM 68001/62915/60600 shown
72103242

LIMIT 1 - Coupon valid through 11/5/19

GENERAL MACHINERY SUPER COUPON

20 TON SHOP PRESS

Customer Rating ★★★★★

NOW \$144.99

SAVE \$235 \$189.99

COMPARE TO STRONGWAY \$379.99
MODEL: 46250

ITEM 32879/60603 shown
72105075

LIMIT 1 - Coupon valid through 11/5/19

*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 11/5/19.

At Harbor Freight Tools, the "Compare to" price means that the specified comparison, which is an item with the same or similar function, was advertised for sale at or above the "Compare to" price by another national retailer in the U.S. within the past 90 days. Prices advertised by others may vary by location. No other meaning of "Compare to" should be implied. For more information, go to HarborFreight.com or see store associate.

Grant's SUPER COUPON

12" x 12" MICROFIBER
CLEANING CLOTHS - PACK OF 4

Customer Rating
★★★★★

SAVE 80%
NOW \$1.99

COMPARE TO PROELITE
MODEL: 887400
ITEM 63358/63925/63363 shown

72106880

LIMIT 4 - Coupon valid through 11/5/19

CENTRAL PNEUMATIC SUPER COUPON

29 GALLON, 150 PSI
CAST IRON VERTICAL OIL-LUBE
AIR COMPRESSOR

Air delivery:
5.9 SCFM @ 90 PSI

Customer Rating
★★★★★

SAVE \$60
NOW \$339.99

COMPARE TO EASTWOOD
MODEL: 31915
ITEM 62765/61489 shown

72107628

LIMIT 1 - Coupon valid through 11/5/19

CHICAGO ELECTRIC SUPER COUPON

14" 3.5 HP INDUSTRIAL
HEAVY DUTY CHOP SAW

Customer Rating
★★★★★

COMPARE TO DEWALT
MODEL: 028715
ITEM 62459/61481 shown

72110449

LIMIT 1 - Coupon valid through 11/5/19

HaulMaster SUPER COUPON

72" x 80"
MOVING BLANKET

Customer Rating
★★★★★

COMPARE TO BLUE HAWK
MODEL: 72280
ITEM 69505/62418/66537 shown

72113937

LIMIT 5 - Coupon valid through 11/5/19

NEW US GENERAL SUPER COUPON

30", 5 DRAWER MECHANIC'S CARTS

15,000 cu. in. of storage
700 lb. capacity
Weights 139 lbs.

Customer Rating
★★★★★

COMPARE TO K TOOL
MODEL: K7163094
ITEM 64545/64552
64832/64980/62160/62516/60569 shown

72134420

LIMIT 1 - Coupon valid through 11/5/19

PITTSBURGH SUPER COUPON

RAPID PUMP® 1.5 TON
LIGHTWEIGHT ALUMINUM
FLOOR JACK

Weights 34 lbs.

Customer Rating
★★★★★

SAVE \$91
NOW \$59.99

COMPARE TO K TOOL
MODEL: K7163094
ITEM 64545/64552
64832/64980/62160/62516/60569 shown

72136209

LIMIT 2 - Coupon valid through 11/5/19

PREDATOR SUPER COUPON

3500 WATT SUPER QUIET
INVERTER GENERATOR

11 hour run time

Customer Rating
★★★★★

COMPARE TO HONDA
MODEL: EG00001A
ITEM 63584

72138137

LIMIT 1 - Coupon valid through 11/5/19

CHICAGO ELECTRIC SUPER COUPON

12" DUAL-BEVEL
SLIDING COMPOUND
MITER SAW

Laser guide
Not available in AZ, OH, OK and VA.

Customer Rating
★★★★★

COMPARE TO PROFESSIONAL WOODWORKER
MODEL: 8637
ITEM 69684/61776/61970/56597/61969 shown

72114042

LIMIT 1 - Coupon valid through 11/5/19

PITTSBURGH SUPER COUPON

32 PIECE SCREWDRIVER SET

LIFETIME WARRANTY

Customer Rating
★★★★★

COMPARE TO PERFORMAX
MODEL: 48201
ITEM 61259/90764 shown

72114071

LIMIT 4 - Coupon valid through 11/5/19

PITTSBURGH SUPER COUPON

1/2" DRIVE
25" BREAKER BAR

Chrome vanadium steel construction
Head swivels 180°
Polished finish

Customer Rating
★★★★★

COMPARE TO DURALAST
MODEL: 72-121
ITEM 60819/67933 shown

72114327

LIMIT 5 - Coupon valid through 11/5/19

VULCAN SUPER COUPON

COMMERCIAL QUALITY
HEAVY DUTY WELDING
STORAGE CABINET

Welder, equipment and supplies sold separately.

Customer Rating
★★★★★

COMPARE TO BLACKSTONE
MODEL: 60333
ITEM 63179

72120108

LIMIT 1 - Coupon valid through 11/5/19

CENTRAL PNEUMATIC SUPER COUPON

40 LB. CAPACITY
FLOOR BLAST
CABINET

Customer Rating
★★★★★

COMPARE TO SHOP TUFF
MODEL: 47187
ITEM 62144/68893 shown

72138253

LIMIT 1 - Coupon valid through 11/5/19

WARRIOR SUPER COUPON

3 PIECE TITANIUM
HIGH SPEED STEEL
STEP BITS

Drill 28 hole sizes
from 1/8" to 3/4"

Customer Rating
★★★★★

COMPARE TO IRWIN
MODEL: 15504PKSM
ITEM 69087/60379/91616 shown

72139214

LIMIT 5 - Coupon valid through 11/5/19

Diablo SUPER COUPON

3/8" x 50 FT. INDUSTRIAL GRADE
RUBBER AIR HOSE

Customer Rating
★★★★★

COMPARE TO GOODYEAR
MODEL: 12865
ITEM 69580/61939/62884/62890 shown

72141103

LIMIT 3 - Coupon valid through 11/5/19

SUPER COUPON

200 LUMENS LED SUPER BRIGHT
FLIP LIGHT

Wireless, tool-free and
easy installation

Customer Rating
★★★★★

COMPARE TO PROMIER
MODEL: SW-SWIT-CH-1224
ITEM 64189/64723/63922 shown

72141145

LIMIT 5 - Coupon valid through 11/5/19

SUPER COUPON

SOLAR ROPE LIGHT

16 ft. of LED lamps

Customer Rating
★★★★★

COMPARE TO HAMPTON BAY
MODEL: 84138
ITEM 62533/63941/64625/68353 shown

72121211

LIMIT 5 - Coupon valid through 11/5/19

PITTSBURGH SUPER COUPON

4" MAGNETIC
PARTS HOLDER

Customer Rating
★★★★★

COMPARE TO TITAN
MODEL: 11194
ITEM 62535/90566 shown

72121524

LIMIT 4 - Coupon valid through 11/5/19

TAILGATOR SUPER COUPON

900 MAX. STARTING/
700 RUNNING WATTS
2 HP (63 CC) 2 CYCLE
GAS GENERATOR

5 hour runtime
@ 50% capacity

Customer Rating
★★★★★

COMPARE TO POWERSMART
MODEL: P550
ITEM 63024/63025 shown

72121811

LIMIT 1 - Coupon valid through 11/5/19

PITTSBURGH SUPER COUPON

40 PIECE, 3/8" DRIVE
SAE AND METRIC
SOCKET SET

LIFETIME WARRANTY

Customer Rating
★★★★★

COMPARE TO CRAFTSMAN
MODEL: CM1T2018
ITEM 47902/975/61328/63015/62843 shown

72122975

LIMIT 4 - Coupon valid through 11/5/19

HaulMaster SUPER COUPON

4 PIECE, 1" x 15 FT.
RATCHETING TIE DOWNS

400 lb. working load

Customer Rating
★★★★★

COMPARE TO KEEPER
MODEL: 5905
ITEM 63094/60405
63056/63057/63150/56668/61524 shown

72143453

LIMIT 4 - Coupon valid through 11/5/19

CHICAGO ELECTRIC SUPER COUPON

125 AMP
FLUX-CORE
WELDER

EVERYTHING YOU NEED TO WELD

Customer Rating
★★★★★

COMPARE TO IRONTON
MODEL: 45433
ITEM 63583/63582 shown

72145738

LIMIT 2 - Coupon valid through 11/5/19

PITTSBURGH SUPER COUPON

5 PIECE TRIM AND
MOLDING TOOL SET

Customer Rating
★★★★★

COMPARE TO OEM
MODEL: 25314
ITEM 64126/67021 shown

72146320

LIMIT 5 - Coupon valid through 11/5/19

CENTECH SUPER COUPON

2/10/50 AMP, 12 VOLT
BATTERY CHARGER AND
ENGINE STARTER

Customer Rating
★★★★★

COMPARE TO SCHUMACHER ELECTRIC
MODEL: SE-1250
ITEM 60501
3418/66783/60653 shown

72146522

LIMIT 3 - Coupon valid through 11/5/19

US GENERAL SUPER COUPON

30", 4 DRAWER TECH CART

12,600 cu. in. of storage
580 lb. capacity

Customer Rating
★★★★★

COMPARE TO SNAP-ON
MODEL: KHC10TRPC
ITEM 56390/56386
56391/56387/56392
56393/56394/64818
64096 shown

72125873

LIMIT 5 - Coupon valid through 11/5/19

BLUNTER HILL SECURITY SUPER COUPON

WIRELESS SECURITY
ALERT SYSTEM

Customer Rating
★★★★★

COMPARE TO FIRST ALERT
MODEL: SFA600
ITEM 61910/62447/93068 shown

72127651

LIMIT 5 - Coupon valid through 11/5/19

CHICAGO ELECTRIC SUPER COUPON

6" VARIABLE SPEED
DUAL ACTION POLISHER

Customer Rating
★★★★★

COMPARE TO PORTER-CABLE
MODEL: 7424XP
ITEM 64528
64529/62862/69924 shown

72128882

LIMIT 2 - Coupon valid through 11/5/19

BRAUN SUPER COUPON

390 LUMENS
MAGNETIC SLIM BAR
LED WORK LIGHT

Customer Rating
★★★★★

COMPARE TO ASTRO
MODEL: 40SL
ITEM 56248/56329/63958 shown

10123590

LIMIT 2 - Coupon valid through 11/5/19

SUPER COUPON

FULL-MOTION TV
WALL MOUNT

Fits most flat screen
TVs from 37" to 80"

Customer Rating
★★★★★

COMPARE TO ROCKETFISH
MODEL: RF-HTVM170C
ITEM 64037/63155 shown

72146617

LIMIT 4 - Coupon valid through 11/5/19

PITTSBURGH SUPER COUPON

6" DIGITAL CALIPER

Includes two 1.5V SR44
button cell batteries.

Customer Rating
★★★★★

COMPARE TO HUSKY
MODEL: 1467H
ITEM 63711/98563/61585/62387/47257 shown

72147665

LIMIT 5 - Coupon valid through 11/5/19

PITTSBURGH SUPER COUPON

1000 LB.
CAPACITY
ENGINE STAND

Customer Rating
★★★★★

COMPARE TO IRONTON
MODEL: 47033
ITEM 69886/69520 shown

72148309

LIMIT 3 - Coupon valid through 11/5/19

PITTSBURGH SUPER COUPON

9 PIECE FULLY POLISHED
COMBINATION WRENCH SETS

LIFETIME WARRANTY

Customer Rating
★★★★★

COMPARE TO HUSKY
MODEL: HCW10PCS AE
ITEM 69043/63282/42304
69044/63171/42305

72149138

LIMIT 4 - Coupon valid through 11/5/19

CENTRAL PNEUMATIC SUPER COUPON

3 PIECE DUAL CHUCK
TIRE INFLATOR SET
WITH HOSE

Customer Rating
★★★★★

COMPARE TO KOBALT
MODEL: SOV-AR194
ITEM 61380/68272 shown

72130934

LIMIT 5 - Coupon valid through 11/5/19

CENTRAL PNEUMATIC SUPER COUPON

4" x 36" BELT/
6" DISC SANDER

Customer Rating
★★★★★

COMPARE TO RYOBI
MODEL: BD4601G
ITEM 5154/64778/97181 shown

72131160

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CENTRAL PNEUMATIC SUPER COUPON

20 OZ. GRAVITY FEED
AIR SPRAY GUN

1.4mm tip
included

Customer Rating
★★★★★

COMPARE TO KOBALT
MODEL: SOV-AR87Z
ITEM 67181/62300/47016 shown

72132301

LIMIT 5 - Coupon valid through 11/5/19

ASAP SUPER COUPON

11" CABLE TIES
PACK OF 100

Customer Rating
★★★★★

COMPARE TO UTILITECH
MODEL: SUT-CT25
ITEM 34637 shown

72134211

LIMIT 4 - Coupon valid through 11/5/19

HaulMaster SUPER COUPON

2" x 20 FT. TOW STRAP

2800 lb. working load

Customer Rating
★★★★★

COMPARE TO HIGHLAND
MODEL: 1018000
ITEM 60675/61943/36612 shown

72149209

LIMIT 4 - Coupon valid through 11/5/19

Bauer SUPER COUPON

20 VOLT LITHIUM CORDLESS
1/2" COMPACT DRILL/DRIVER KIT

450 in. lbs. of torque
1.5 amp hour battery
Weights 3.4 lbs.

Customer Rating
★★★★★

COMPARE TO RYOBI
MODEL: P1811
ITEM 64754
63531 shown

72154409

LIMIT 3 - Coupon valid through 11/5/19

HaulMaster SUPER COUPON

TRIPLE BALL
TRAILER
HITCH

Customer Rating
★★★★★

COMPARE TO REESE TOWPOWER
MODEL: 101179799
ITEM 64311
64286/61914 shown

72154495

LIMIT 5 - Coupon valid through 11/5/19

WARRIOR SUPER COUPON

6" FOAM PADS

ORANGE COMPOUND CUTTING
BLUE POLISHING
BLACK FINISHING

Customer Rating
★★★★★

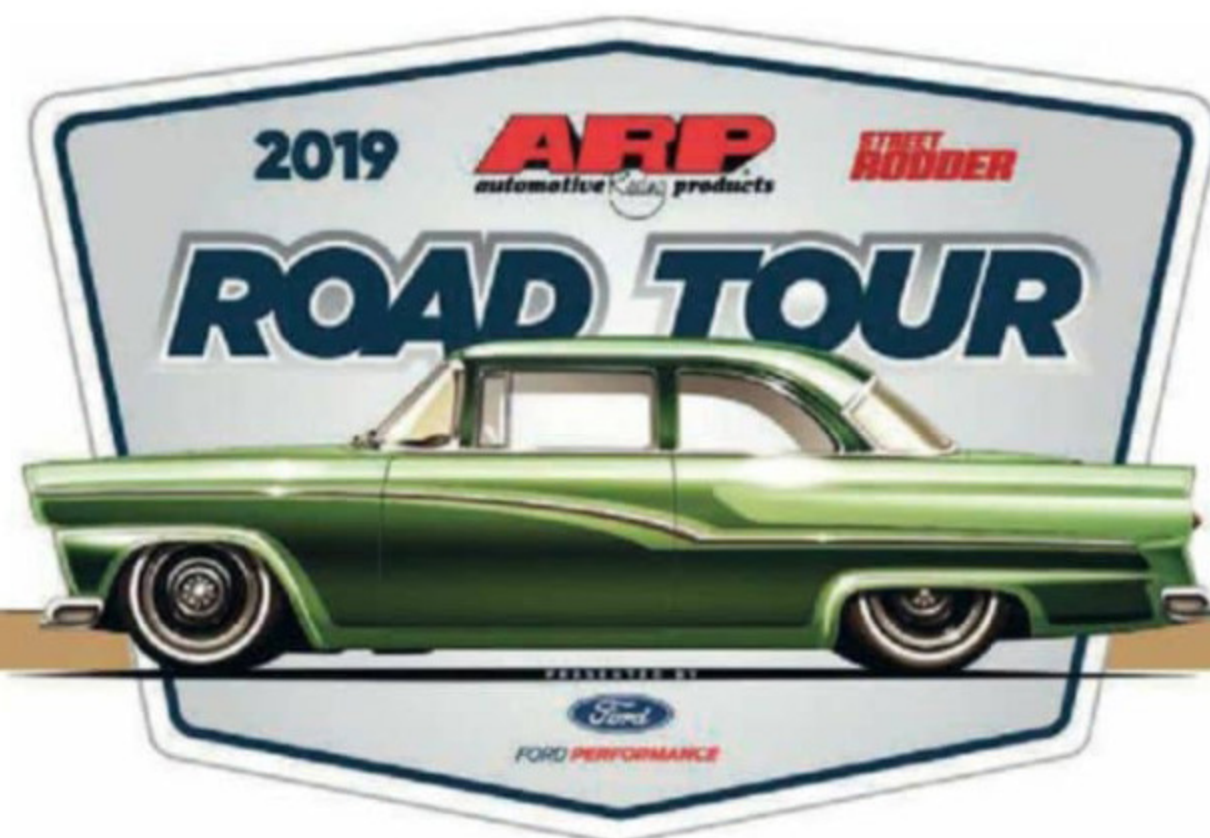
COMPARE TO PORTER-CABLE
MODEL: 54745
ITEM 60311/63291
60309
60310

72160082

LIMIT 5 - Coupon valid through 11/5/19

ON THE ROAD

Jerry Dixey



The AMSOIL INC. Woodward Dream Cruise Week

♦ Many street rod events are as well known by the cities where they're located as by their official name—Louisville, for example. But I can only think of one event that is known by the name of the street where it takes place. Of course it is one big street and one very big event.



■ You have to go to the Henry Ford Museum and Greenfield Village when you visit the Motor City. The AMSOIL INC. Woodward Road Tour will have a perfect spot to view the famous Dream Cruise.

Woodward Avenue in Michigan runs 22 miles northwest from downtown Detroit to Pontiac. In the '60s, when muscle cars ruled the road, Woodward was the road they ruled the most. Local rodders remember the Big Three's design and engineering teams bringing out their prototype factory race cars to "test the waters." Once a year in August that car culture scene is recreated with the Woodward Dream Cruise.

Officially the Dream Cruise is held on one Saturday. Unofficially, the local rodders start getting ready for "Woodward" as soon as the snow clears in the spring. The event has been on the *STREET RODDER* Road Tour schedule for many years. We

noticed that the fun is in full swing during the weeks before the official Saturday event, so for the last 10 years we have spent the entire previous week in the Motor City visiting shops, museums, private car collections, and places of historic significance.

This year AMSOIL INC. is the sponsor of our Woodward Week and we have some great activities planned. On Monday and Tuesday we will be in Dearborn, visiting Motor City Solutions, American Speed, Kalitta Air (as in Connie Kalitta), and the Yankee Air Museum. We will spend an entire day at The Henry Ford, which includes the Henry Ford Museum and Greenfield Village.

On Wednesday, we'll head west to Michigan Speedway and visit the fantastic Gilmore Auto Museum just north of Kalamazoo.



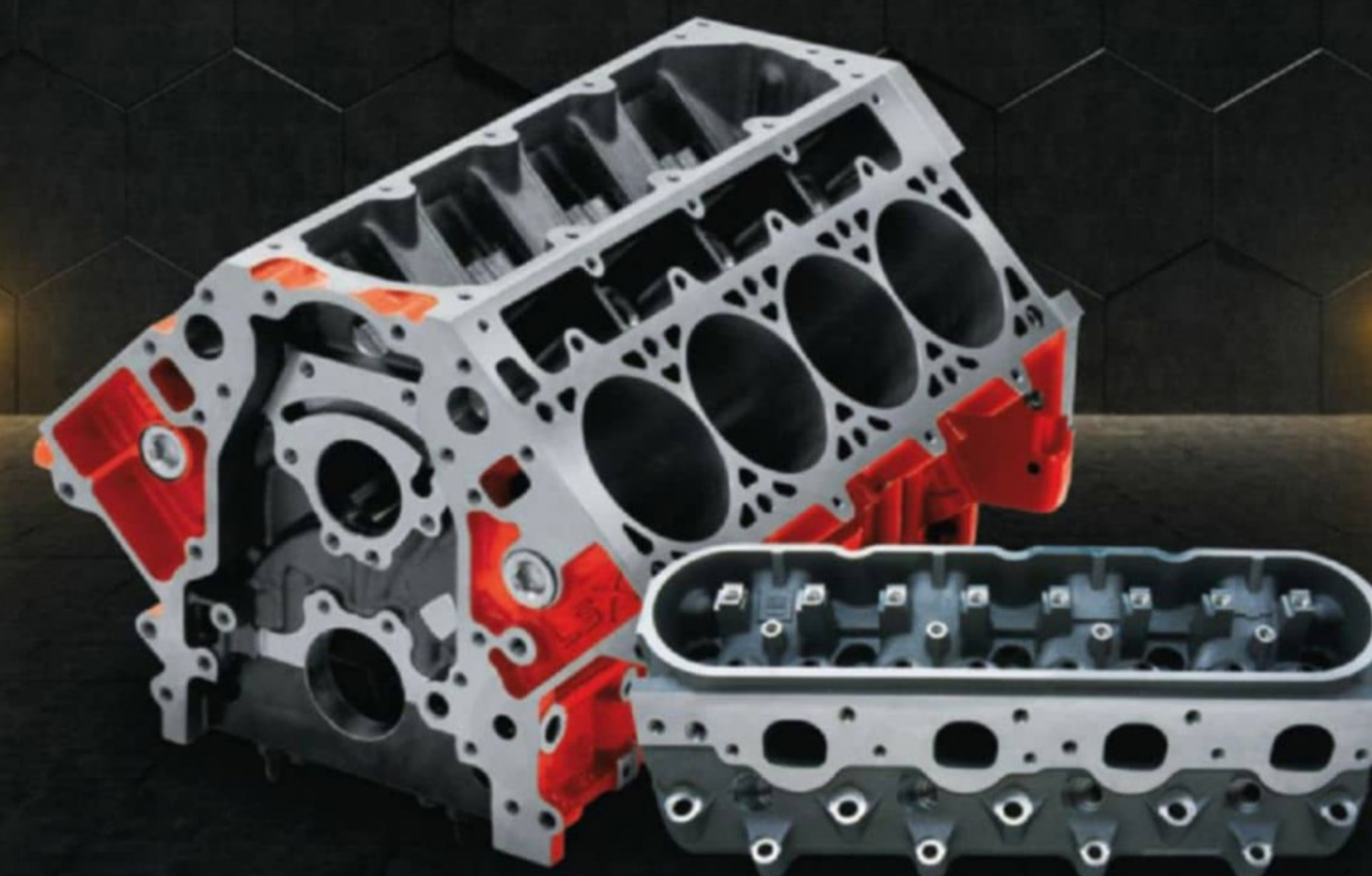
For the rest of the week we will be headquartered in Madison Heights, the perfect location for the activities on Woodward Avenue. Thursday we will visit some private collections and rod shops in the area. Starting Friday, we will have a special parking area and hospitality tent in Memorial Park in Royal Oak near the center of Dream Cruise activities. Saturday is the official Woodward Dream Cruise day, and AMSOIL INC. Woodward Week participants will be in the middle of the action.

For more information, as well as registration for the tour, visit <https://www.hotrod.com/events/street-rodder-road-tour/>, or call the Road Tour Hotline at (800) 664-1362 for the latest updates. See our entire ARP/*STREET RODDER* Road Tour schedule on page 75.

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Brian Brennan

Do You Drive Your Hot Rod?

♦To me there's no need to own a hot rod if you aren't going to drive it. I get it, to many it's the build that means everything and driving is secondary. (I'm not talking about hot rods that are dragged to an indoor or outdoor show because that's a show car and not a hot rod.)

For starters, to me it's all about the drive. Anyone with talent and perseverance can build a hot rod but it takes genuine toughness to drive one. And I am not talking about throwing your hot rod in the back of a toy hauler and towing with the latest in heavy-duty truck hardware. That's not driving your hot rod that's driving your truck.

Back in the '70s the urge overcame many a rodder to leave the safe confines of the 100-mile radius from one's garage and venture onto the open road and all points east, west, north, or south. I first started driving my hot rods back in the '60s but it wasn't until the mid '70s when I mustered up the courage to venture to the "ends of the earth," or so I thought. My first long-distance drive in a hot rod was to the Nats South back in the days when it was held in Winston-Salem, North Carolina.

I can remember the excitement leading up to our first cross-country drive with the late Jim Ewing of Super Bell Axle fame. There were minor hiccups and one major: broke an engine mount near the nuclear powerplant in Russellville, Arkansas. In a moment of exploration, we opted to deviate from Interstate 40 near Fort Smith, Arkansas, and check



out the local scenery. It wasn't long before we found some good ol' hot rodders who jumped in and saved our sagging backsides. When all was said and done our cross-country journey was, for the most part, mechanically uneventful. Even the breakdowns were turned into adventures and to this day make for some great storytelling.

Over the course of the next seven years I hit my stride and made 10-plus cross-country trips that took in regional and national events from the deep south to the central

U.S. For good measure there were drives to Washington and Detroit as I became more and more confident. All it took was some pre-planning, careful packing (anticipate the part that will break and have a spare, which never worked out for me), and a fist full of dollar bills and it was out onto the open road. Back then we didn't make hotel reservations. We just

... not from distant lands. Maybe it's a sign of the times and with the pace of today's life making it more restrictive to have the time to take the time. Maybe it's budgets, as I am sure we have all noticed it's a great deal more expensive to travel. Lastly, there's a safety issue. Not only for our cars, should something happen, but also for us. Yes, I am sure someone somewhere has uttered the words, "The times, they are a changin'."

To date I have logged in 14 hot rod-powered cross-country trips, oftentimes with several others. There's definitely safety in numbers but you will be amazed at how much more creativity there is in solving a problem when there are three of you rather than one of you! I have also managed several trips to the Nats and back by myself. Yes, it does get a bit lonely but I must admit I liked traveling on my own schedule, at my own speed, and I believe the quiet time did wonders for me.

Well, to me, driving is the real deal and I am perfectly happy keeping it that way. I just need to get out from behind this keyboard and walk out to the garage and fire up the ol' highboy and head for parts east.

B. Brennan

Brian Brennan
Network Director/Editor
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TG13-55 1955-57 Wagon Tailgate Complete
TG13-551 1955-57 Nomad Tailgate Assembly
TG13-55HP.. 1955-57 Wagon Tailgate Hinges (pair)

1955-57 CHEVY GASSER WHEEL ARCHES



Welds to existing 55 Chevy quarter panels for a wider 10.7" slick tire. Designed for a 27" tire. Sold as a pair.
QP13-55WA..... 1955 Gasser Wheel Arch Openings

1955-57 CHEVY WAGON, NOMAD AND SEDAN DELIVERY TRUNK FLOORS



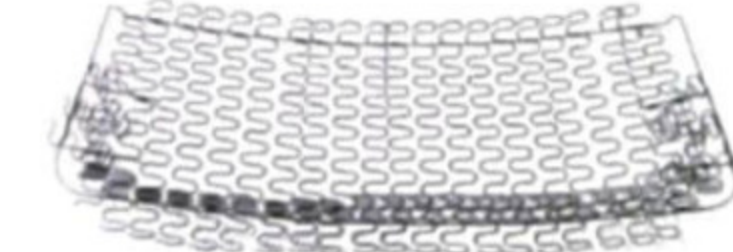
TF13-551C 55-57 Cargo Floor Complete w/o Ext
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TF13-553C .. 55-57 Cargo Floor with Spare Tire Well

1955-57 CHEVY ROCKER PANELS



RP13-55L 1955 2-Dr Outer Rocker - Drivers
RP13-55R 1955 2-Dr Outer Rocker - Pass
RP13-56L 1956 2-Dr Outer Rocker - Drivers
RP13-56R 1956 2-Dr Outer Rocker - Pass
RP13-57L 1957 2-Dr Outer Rocker - Drivers
RP13-57R 1957 2-Dr Outer Rocker - Pass

1955-57 CHEVY SEAT COMPONENTS



SB13-55P 1955-56 2-Dr Front Seat Assembly
SB13-57FS 1957 Front Seat Bottom Springs
SB13-57RS 1957 Rear Seat Bottom Springs

1955 CHEVY FENDER ASSEMBLIES



Assemblies include Fender, Inner Fender, Rear Extension & Splash Shield (No Trim Holes)
FE13-55LA 1955 Fender Assembly - Drivers
FE13-55RA 1955 Fender Assembly - Passenger

1955-57 CHEVY FILLER PANELS



GF13-55 1955 Front Filler Panel 3-pc Set
GF13-561 1956 Front Filler Panel
GF13-571 1957 Front Filler Panel

1949-54 CHEVY GRILLE MOLDING



GR13-49C... 49-50 Horizontal Center Grille Moulding
GR13-49L 49-50 Lower Grille Moulding
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WINDOW SHOPPER

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★Split-Window Style

Schott Wheels announced that its new Split-Window design “embodies both classic and dynamic style brought to the highest level of quality and innovation possible.” Like all of Schott’s Cover-Loc wheels, various center nut and knockoff options are available to render different aesthetics. They are designed and manufactured in-house with forged billet aluminum for lightweight strength and meticulously machined, hand polished, and ceramic painted with your choice of several custom ceramic color coatings. Hardware is included and each wheel is tailored to fit and optimized for the deepest lip possible.



•Schott Wheels (714) 891-7680 schottwheels.com

★Rod Bolt Stretch Checker

Premium-grade fastener manufacturer ARP has taken accuracy to the next level with the introduction of a digital stretch gauge that measures to the ten-thousandths. ARP’s new digital rod bolt stretch gauge has many important features, not the least of which is an easy-to-read digital display. Accurate readings are ensured through opposing ball-and-pin-type probes that center on the bolt. A uniquely designed billet aluminum handle makes for ease of operation. ARP’s digital rod bolt stretch gauge (PN 100-9943) comes in a handy carrying case.



•Automotive Racing Products (800) 826-3045 arp-bolts.com

★Brushless Adjustable Fuel Pump

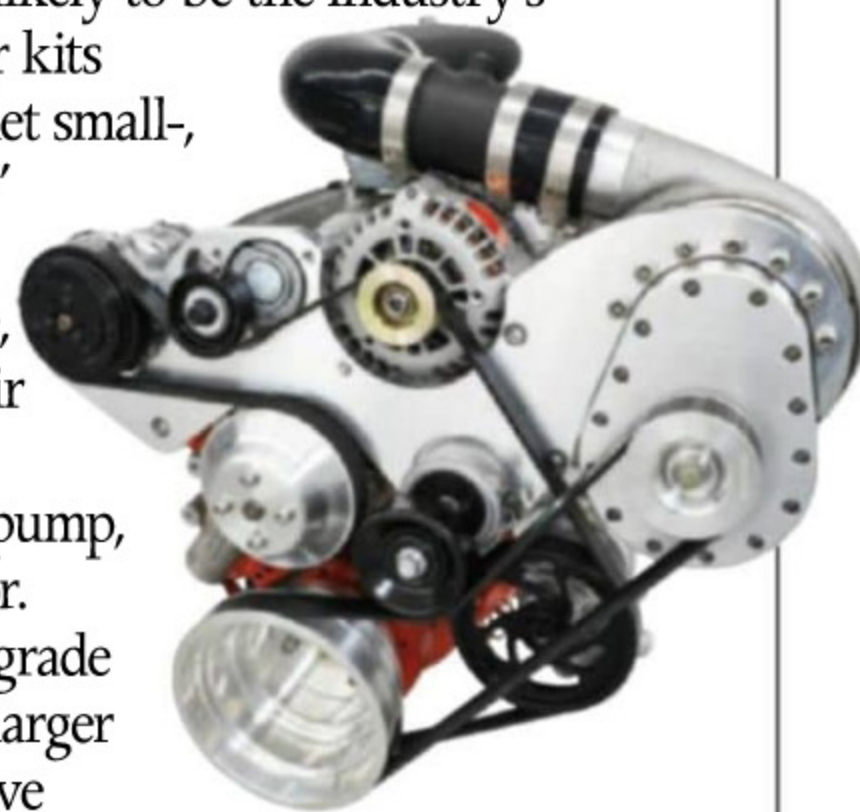
Aeromotive’s new adjustable universal in-tank brushless fuel pumps offer the power and versatility demanded of fuel delivery systems in the high-performance market—from dedicated track cars to radical street machines. Adjustability is the name of the game for Aeromotive’s latest additions to its popular brushless fuel pump series. The fuel delivery experts at Aeromotive went to work creating all-new, adjustable-height, in-tank configurations of the company’s brushless fuel pump series that offers a more universal fit for a wider variety of fuel cells from 10-16 inches in depth.



•Aeromotive (913) 647-7300 aeromotiveinc.com

★Supercharger Plus Kits

TorqStorm announced belt-driven accessories to complement SBC, BBC, and LS kits. TorqStorm believes it has introduced “what is likely to be the industry’s first complete supercharger kits and accessories for Chevrolet small-, big-block, and LS engines.” Called “Plus,” these new kits introduce convenience, which includes a Sanden air conditioning compressor, Turn One power steering pump, and Powermaster alternator. Although Plus versions upgrade TorqStorm’s single supercharger kits, their twin systems have incorporated these accessories since their inception. They are available in natural alloy, black anodized, or with a micro-polished finish.



•TorqStorm Superchargers (616) 226-9476 torqstorm.com

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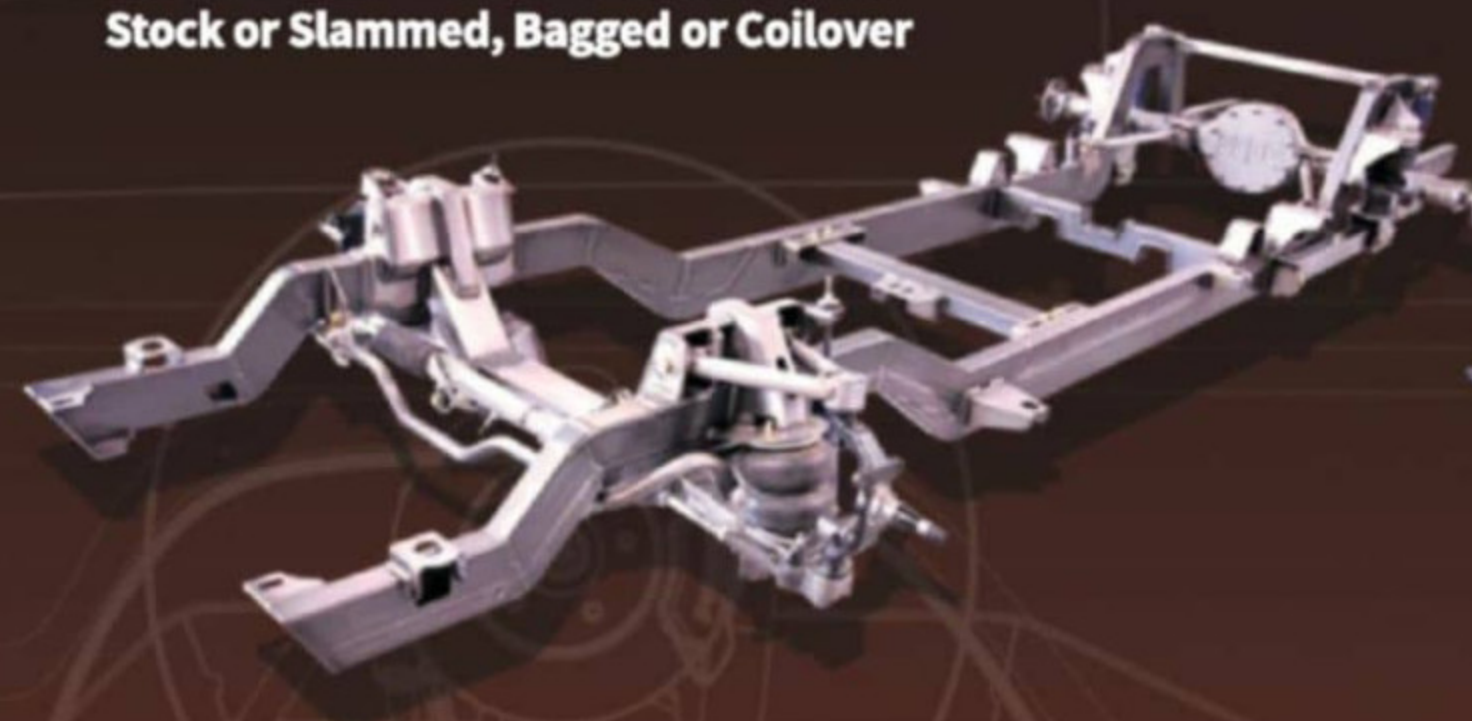
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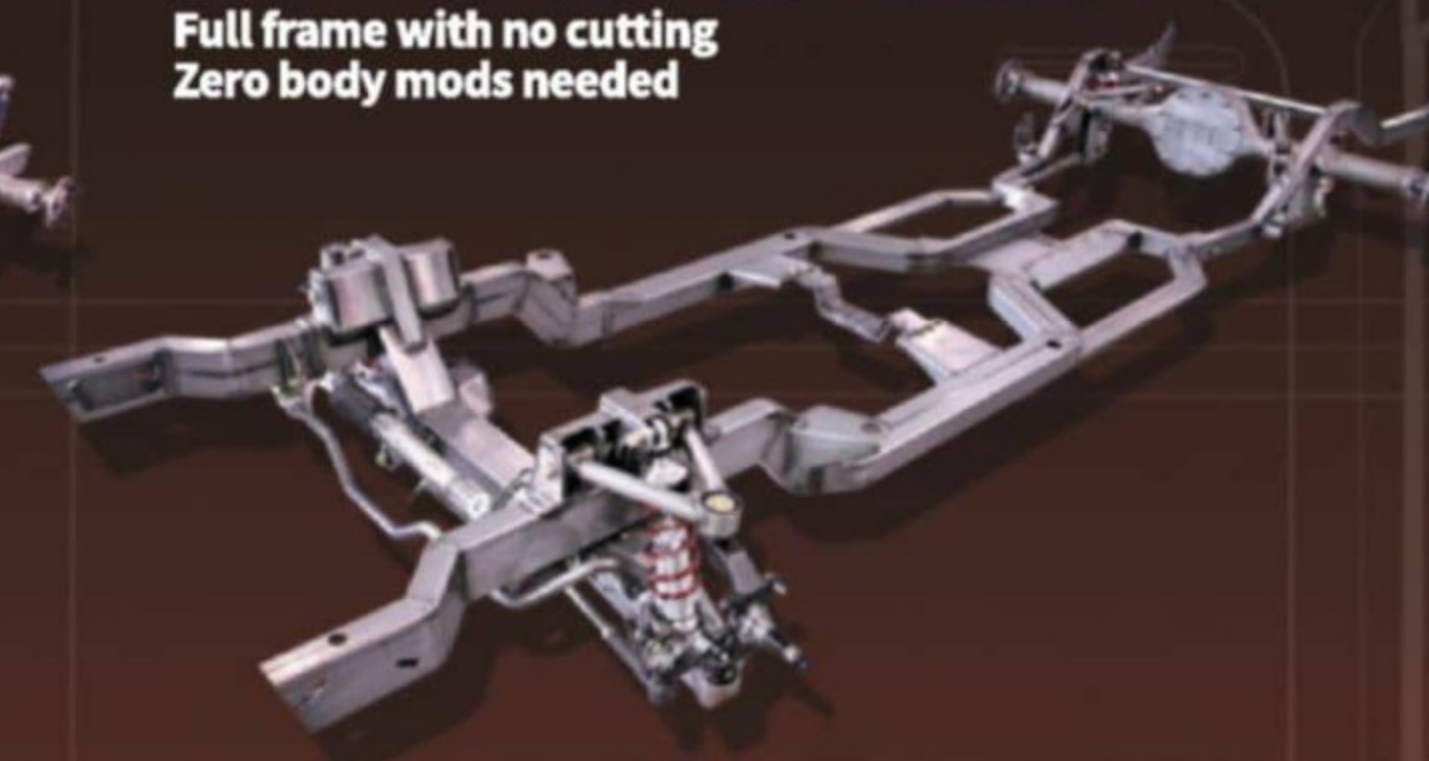
1960-87 C10 CHASSIS

Stock or Slammed, Bagged or Coilover



1967-69 CAMARO CHASSIS

Full frame with no cutting
Zero body mods needed



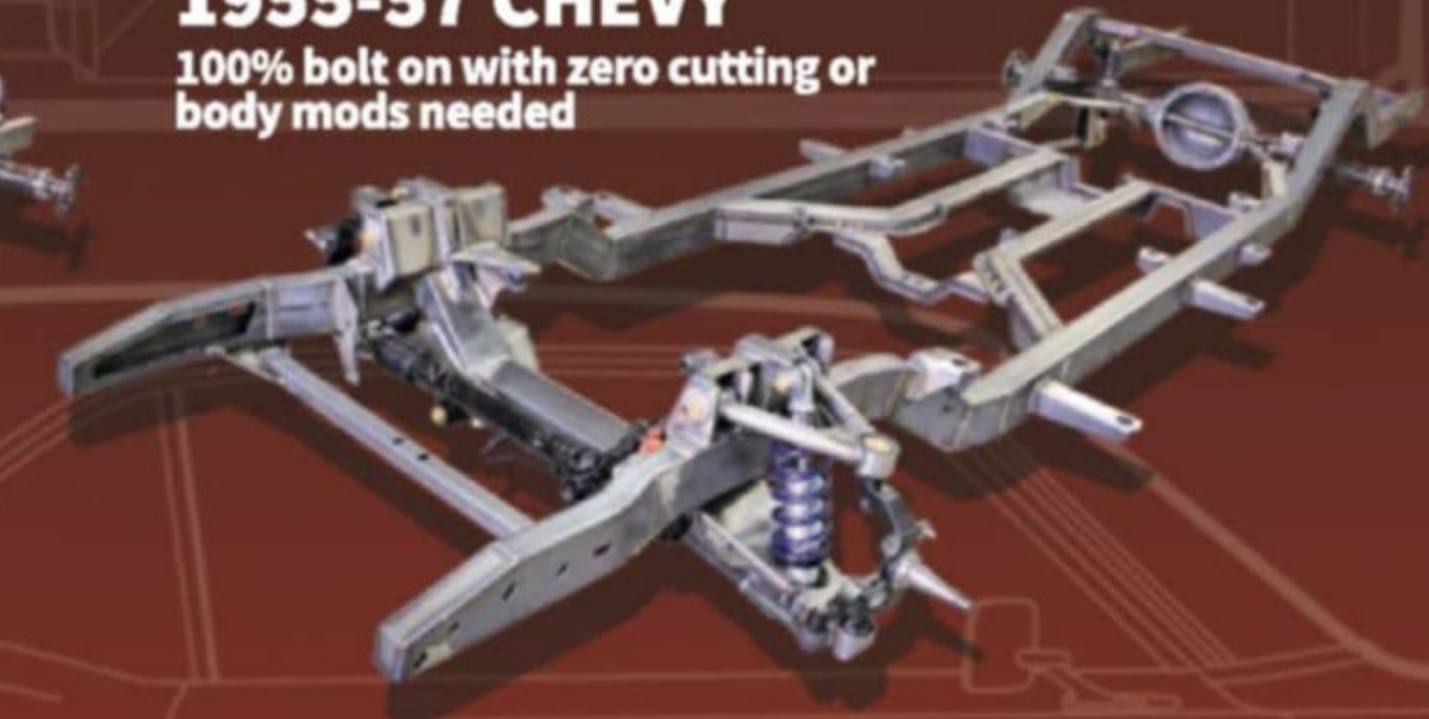
1964-72 FORD F100

Stock or Slammed, Bagged or Coilover



1955-57 CHEVY

100% bolt on with zero cutting or
body mods needed



1961-64 IMPALA

Eliminate the X frame with
minimal modification



1964-72 CHEVELLE

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Tim Bernsau

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TCI Engineering is celebrating its 45th anniversary by giving away a complete chassis or suspension package. Online entry forms will be accepted until November 25. The winner will be drawn on December 2 and notified within 24 hours. The winner's choice of an Early



■ Ed Moss (far right) and the TCI chassis team way back when with an early Ford chassis.

Classic Car Chassis, Classic Truck Chassis, or Muscle Car Suspension will be shipped directly to them.

To enter the contest, and to see all rules and details, visit totalcostinvolved.com.

Slonaker Trophy Designed by Brockmeyer

◆ In the August issue, we announced the contest for the design of a new trophy for the Al Slonaker Memorial Award. The Slonaker Award is presented annually to the best non-roadster at the Grand National Roadster Show. RodShows.com, which owns the GNRS, has selected Eric Brockmeyer's design as the winning entrant.

STREET RODDER readers are familiar with Brockmeyer's work. His illustrations have appeared on our pages, and many of the cars featured in this magazine have been built from his designs.

Two trophies will be created. One will be presented by Automotive Racing Products to the Slonaker Award winner starting in

January 2020. A larger version will be a perpetual award, displayed at the Hozy's Grill restaurant at ARP's facility in Santa Paula, California, and in the ARP booth at the SEMA Show in the fall.

For more information, visit rodshows.com. See more of Eric Brockmeyer's work at brockmeyerdesign.com.

Hot Rod Pioneer Makes SEMA Hall of Fame

◆ Bruce Crower, founder of Crower Racing Cams & Equipment, is one of three automotive industry leaders inducted into the SEMA Hall of Fame in July. A participant in the hobby since childhood, Crower began professionally manufacturing race products in 1955. From mounting a 6-71 blower on his Hudson to supplying the Crower Glide Clutch and wings for Don Garlits' "Swamp Rat" dragsters, Crower has dedicated his life to high performance.

The other 2019 inductees are Bob Chandler, creator of "Bigfoot," the Ford F-250 pickup that started the monster truck craze in 1975, and Marla Moore, marketing professional, industry advocate, and chairperson of numerous SEMA councils and committees.

For more information about the SEMA Hall of Fame, visit semahof.com.



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Nobody said, "What Edsel?"

In the midst of hundreds of hot rods, street machines, muscle cars, classic trucks, and race cars, it was a burgundy custom Edsel creating a big buzz at the SEMA Show in October, and again at the Grand National Roadster Show (GNRS) in Pomona in January.

Edsels hold a well-known place in American automotive history. Introduced for the 1958 model year and abandoned three years later, the marque was a famous failure for the Ford Motor Company and has remained popular mostly as a symbol of unpopularity. Even so, the Edsel has always had its dedicated, diehard fans. After memorable appearances in Las Vegas and Pomona, this burgundy and silver '58 Edsel Ranger, built by Bobby Alloway and the team at Alloway's Hot Rod Shop, has caused that list of fans to expand exponentially.

THE EDSSEL

YOU WON'T FIND ONE COOLER THAN THIS ALLOWAY-BUILT CRUISER

BY TIM BERNSAU

PHOTOGRAPHY BY JORGE NUÑEZ



Kathy Lange of St. Louis, Missouri, is not a recent convert. She has been an Edsel fan since she was a little girl. "When I was around 5 or 6, living in a small town in Kansas, my friend's uncle had one," she remembers. "It was a convertible. He'd drive it around town and we'd sit in the back seat waving to everybody we saw."

A few years ago, Kathy's husband, George, talked to Bobby Alloway about building an Edsel as a surprise for Kathy. George has had numerous cars built by Alloway and knew that this out-of-the-ordinary project would be great. During the course of the build the surprise was revealed and Kathy was able to contribute her ideas for the design of the car.

Everybody involved agreed that if you're going to build an Edsel, you ought to lean into it, keeping that Edsel identity front and center even amid all the great custom modifications. A concept illustration from Eric Brockmeyer provided a starting point for the design and a running but worn-out '58 Edsel Ranger from Charlotte,



North Carolina, provided the raw material. Without a lot of reproduction parts available from the aftermarket, Alloway turned to salvage yards for his search for the parts he needed. "I must have every

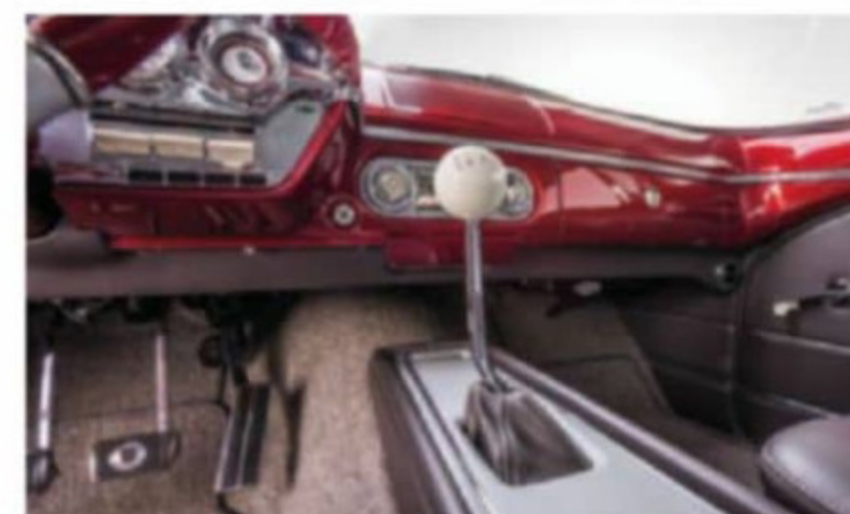
original Edsel piece out there," he told us. "So nobody can build another one!" And since the goal was to retain the stock look, factory lines were kept intact. Edsel fans at SEMA and the GNRS (and some reading this) noticed that Kathy's Ranger has been customized with front fender trim from the Pacer model, and rear quarter trim from the Citation model. The custom burgundy and silver paint combination was Kathy's choice and was shot at Alloway's using PPG products.

Billet Specialties has supplied one-off Alloway-designed wheels for numerous vehicles built at the shop. These five-spokes add some '60s muscle car flavor not usually associated with Edsels, but in this case it's a perfect match. At 17x7 and 20x10, with 225/50R17 and 295/50R20 Toyo Proxes tires, the rolling stock combo is

: THE EDSEL

perfectly proportioned to the car—especially with that characteristic Alloway stance provided by the custom Art Morrison Enterprises (AME) chassis with Strange Engineering shocks and springs at both ends. Rack-and-pinion steering is updated with an electric power unit from American Powertrain. At the back, 4.10 gears spin in a Currie Enterprises 9-inch, located by the AME four-link with a Panhard bar. Wilwood 13-inch rotor/six-piston disc brakes are mounted at every corner.

The front-hinged hood lifts to reveal a beautifully finished engine compartment housing a blown Ford 5.0L Coyote engine, painted the same burgundy color as the sheetmetal but with a contrasting semigloss finish. Roush did the assembly on the 700hp big Blue Oval crate engine, adding a Roush supercharger, manifold, and fuel injection system. Custom coil covers from Greening Auto Company feature Coyote lettering. Headers and stainless pipes from Barillaro Speed Emporium carry exhaust gases from the Coyote to Borla ProXS mufflers. Alloway's installed a TREMEC TKO 500 five-speed transmission behind the Coyote.



“I MUST HAVE EVERY ORIGINAL EDSSEL PIECE OUT THERE, SO NOBODY CAN BUILD ANOTHER ONE!”

THE EDSSEL

The interior, like the exterior, was built with respect for the factory design but modified in a way you would expect in a Coyote-powered Edsel on an AME chassis. The horizontally mounted "rolling dome"—spinning 120-mph speedometer was the centerpiece of the factory instrument cluster and is restored and retained on Kathy's Ranger. The other four gauges were refurbished and converted to electric by Classic Instruments. The original Bakelite toggle switches below the gauges (lights, power antenna, courtesy lights, fan blower, wipers, and cigarette lighter) were discolored and crumbling with age and have been replaced with custom-made 3-D-printed replicas.

Steve Holcomb at Pro Auto Custom in Knoxville was commissioned to upholster the Edsel's interior. The charcoal gray color was a unanimous decision, and Moore and Giles premium leather was used to cover a pair of '64 Thunderbird seats and the matching rear bench. Other interior details include the fabricated console, Vintage Air A/C, and a Corvair steering wheel atop an ididit column.

This cool, Alloway-built '58 Edsel ended up not being a surprise for Kathy, but it's been a big surprise for thousands of people who have seen it in person or in print, wherever it shows up. The car received a Special Recognition for Outstanding Achievement in Design award from Ford at the SEMA Show. At the GNRS it won a *STREET RODDER* Top 100 pick. As Kathy's Edsel makes the rounds at car shows, the number of awards—and the number of Edsel fans—will just keep getting bigger. 📺



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[TECH]

MANUFACTURE

Keeping it Quiet

John's Industries' 9-inch axles are the strong, silent type

By Barry Kluczyk Photography by the Author

John Melchiori hates loud rearends. Who doesn't? But Melchiori, who founded John's Industries more than 40 years ago, has made it his mission to put the decibels on the down low.

"Of all the sounds you want to hear from your hot rod, the ring-and-pinion isn't one of them," he says. "It's been a more difficult challenge in recent years, because of industry changes that altered the way most of the gears are machined. We've taken a number of steps to combat that."

He calls the company's effort The Quiet Zone Series, which includes road testing each and every one of the 9-inch third member assemblies they build and listening to the rearend through headphones linked to sensors in the axlehousing. If it's too loud, it doesn't ship.

"Original Ford axles are whisper quiet," Melchiori says. "The machining on them was excellent. Our techniques aim to get as close to that as possible."

He must be onto something, because John's Industries' roster of regular customers reads like a who's who of the hot rodding world; and you've undoubtedly seen the company's axles in tech stories and feature cars. Its auspicious acknowledgement for a company located in Michigan, but about as far

from the hustle of Motown that you can get ... Caspian. Located more than 500 driving miles from Detroit—in the gorgeous wilderness of the state's sparsely populated Upper Peninsula,

encompassing about 17 percent of Michigan's land area, but holding only about 3 percent of the population—it's closer to Green Bay, Wisconsin, or Duluth, Minnesota, than the

Motor City.

Caspian, and the surrounding area, used to be the epicenter of iron mining, but the mines closed down more than 40 years ago. Melchiori was a few years out of high school, then, but had already learned his way around cars and machine shops. He started young, sweeping floors in his uncle's garage, before moving up to brake jobs and other repairs. It continued in high school, with automotive trade classes and banging gears on the clandestine



1 With more than 40 years of experience, John's Industries' 9-inch third member assemblies feature their own case casting and billet aluminum pinion support, along with all-new supporting components, including the ring-and-pinion and carrier.

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TECH MANUFACTURE

quarter-mile that had been marked off on a lonely stretch of highway outside of town.

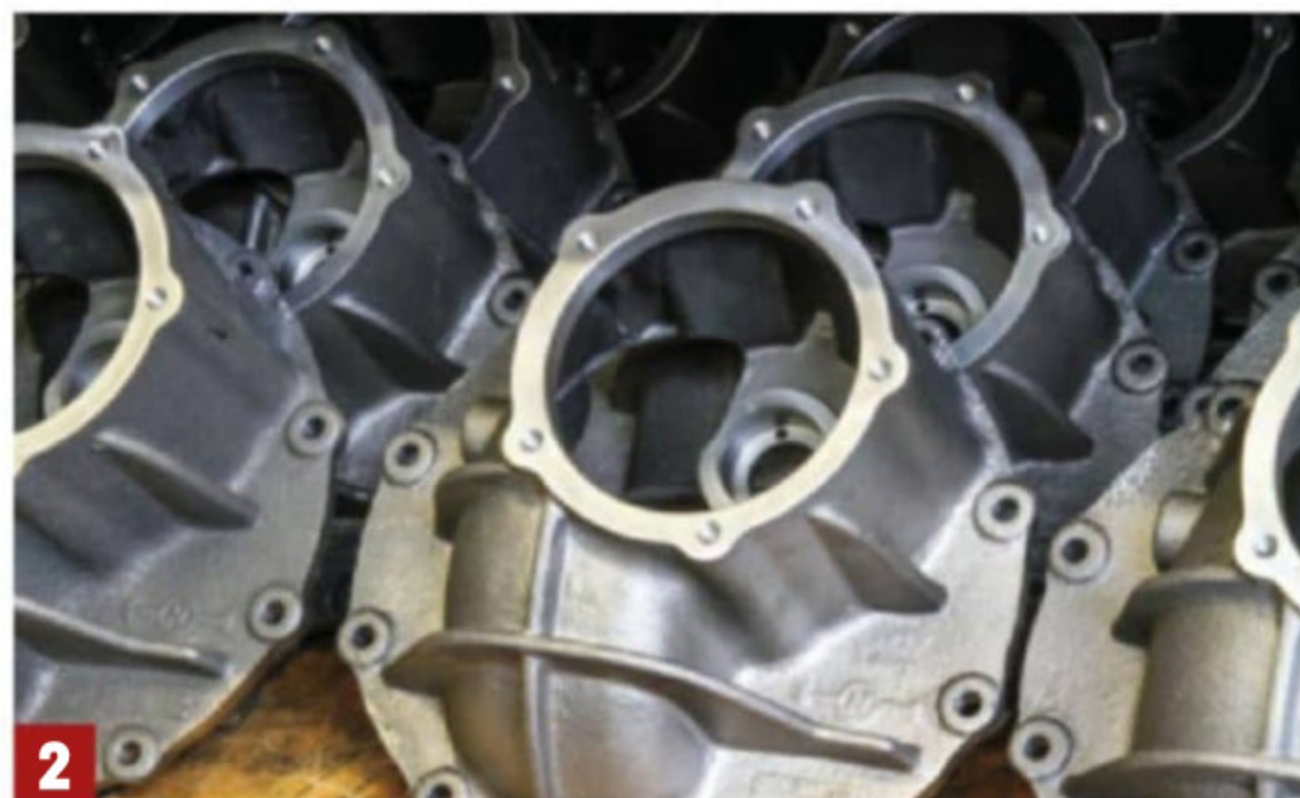
"I rebuilt my own Muncie four-speed and ended up building them for others," he says. "I also took a stab at narrowing my own axles in the early days of the trend, in the early '70s. The first set lasted only a couple of minutes, but I continued to work at it and figured it out."

By the mid '80s, Melchiori was in business for himself and discovered a hungry market for Ford 9-inch axles, which he was rescuing and rebuilding from salvaged vehicles.

"At first, it was mostly the truck guys who wanted them," Melchiori says. "There was a significant need for them and that kept us busy for a number of years."

But like those tough differentials, the gears in Melchiori's head were turning, searching for new ideas to expand his growing brand's reach. His interest in hot rods seemed like the logical next step, so he started advertising in street rod magazines.

"Nobody else was really doing anything like that at the time, and it gave us a good foothold in the market,"



Each third member assembly begins with a nodular iron case or a cast-aluminum case, each available in 3.062-inch and larger 3.25-inch bores. John's Industries' own nodular iron case is made to a unique specification that makes it about 70 percent stronger than factory castings. It's offered with the conventional 3.062-inch bore.



A variety of popular carriers are available, including the company's own Trac-Loc limited-slip unit, which is assembled in-house. It gets started, here, with the carbon clutch pack in the housing.



The carrier assembly continues with the installation of the spider gears in the case, which work with the clutch pack in a limited-slip design to reduce the wheel speed of the fastest-turning wheel in order to maintain the same relative speed between the wheels.



With all of its guts assembled, the Trac-Loc carrier is buttoned up and prepped for installation in the third member.



Work moves on to assembly of the third member, starting with a nodular iron case, mounted on a special vise developed by John's Industries. Dubbed the Orbit 480, for its range of motion, it's designed specifically for assembling 9-inch centersections.

First, the third pinion bearing is installed. It fits within the case, driven into place through the pinion opening. A few well-positioned taps on the outer race seats it; lock rings are then installed.



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8

■ Proper pinion preload, the force between the pinion bearing assembly and the race, is essential for quiet operation and longevity. When the pinion nut is tightened, it forces the yoke against a crush sleeve. Insufficient force will hold the pinion bearing too far from the race, resulting in not enough preload, while too much force will result in excessive preload. The proper preload is determined with a torque-measuring tool, which should indicate 13-15 in-lb for the proper preload on a 9-inch with new bearings.



9

■ With the pinion in place, the differential assembly, with the ring gear installed on it, is slipped into place at the rear of the housing. Note that the assembly is installed with its bearings and races already in place.

Melchiori says. "We knew the product really well, too, but over the years, we were relying more on suppliers for supporting parts, because the pool of take-off parts from salvaged vehicles was shrinking."

Over time, demand for John's Industries' axle assemblies was outstripping the capacity of parts vendors to keep him with an adequate supply of housings, third members and other supporting components. And with ever-increasing horsepower demands and the need to match them with stronger, durable rearends, Melchiori had the housings, third member cases and other parts cast and produced locally. The company has three stamping dies, with a fourth on its way.

"We have our own housings stamped, and the third member cases cast exclusively for us," Melchiori says. "Along with ensuring the inventory we need, that move also helped us up our game when it came to quality and production because we had more control over the machining process."

And then came the louder gearsets. "Generally speaking, the industry changed the way it machines the teeth

on the ring-and-pinion gears, mostly in order to reduce machining time," he says. "The result was significantly louder operation on the highway. It was unacceptable to me, and we started pushing back to achieve quieter performance for our customers."

With that in mind, we booked a flight to the Upper Peninsula to check out the operation and the testing procedures for ourselves, finding that each and every Quiet Zone Series assembled third member is installed in the company's test vehicle and road-tested.

After listening to more than one axle during the road tests, we were surprised by the differences in sound levels they produced. Melchiori is right about the elevated noise levels, particularly when compared against the original-production ring-and-pinions.

"It's a challenge, but it's one we're dedicated to," he says. "The vehicles people are building are very high quality, and they deserve high-quality axles that don't detract from the rest of the driving experience."

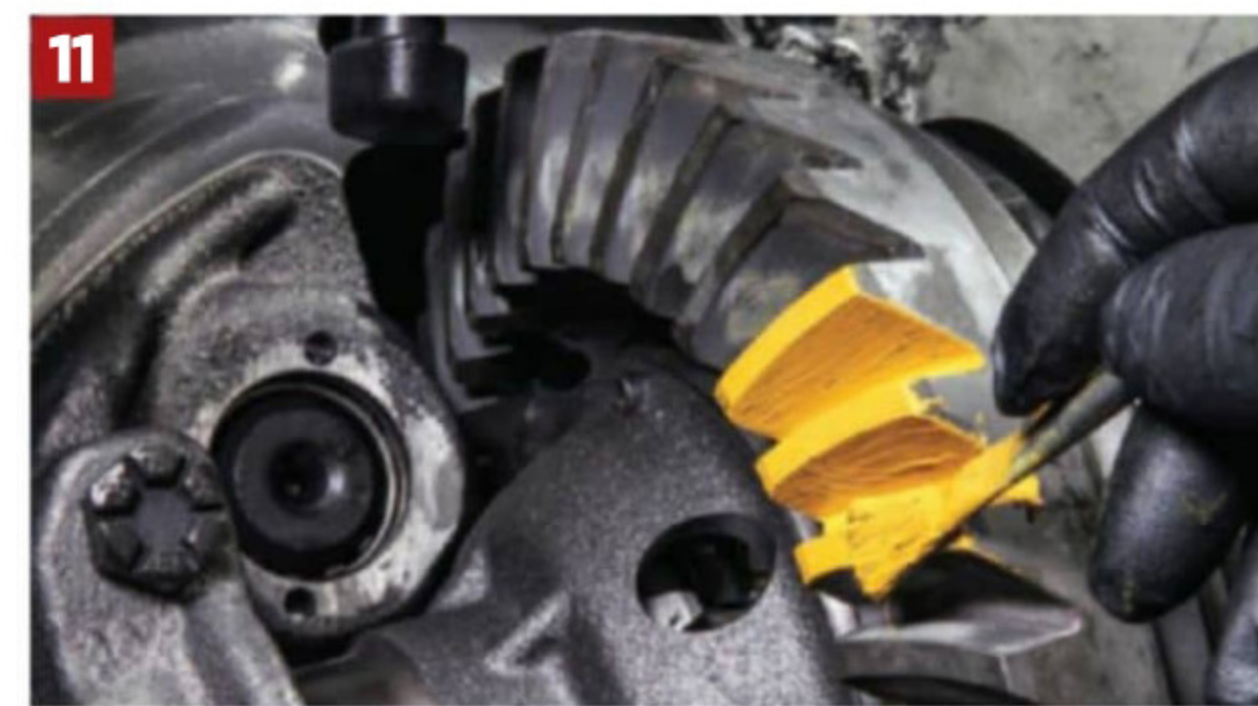
Well put. Here's to quiet axles everywhere, from old iron country. 📺

■ Adjuster nuts on the 9-inch are one of its many advantages, because they make setting the ring gear backlash very easy. Rather than the shims used on many axle designs, including Ford's own 8.8-inch, the 9-inch adjuster nuts simply require loosening one side and tightening the other to shift the gear into the proper position.



10

■ Next, the mesh pattern of the gears is checked, starting with applying some marking compound to a number of the ring gear teeth. Ideally, the pinion should mesh near the center of the face of the rear gear teeth. There's a drive and coast side to the ring gear teeth and the drive side is the more critical side of the mesh pattern.



11

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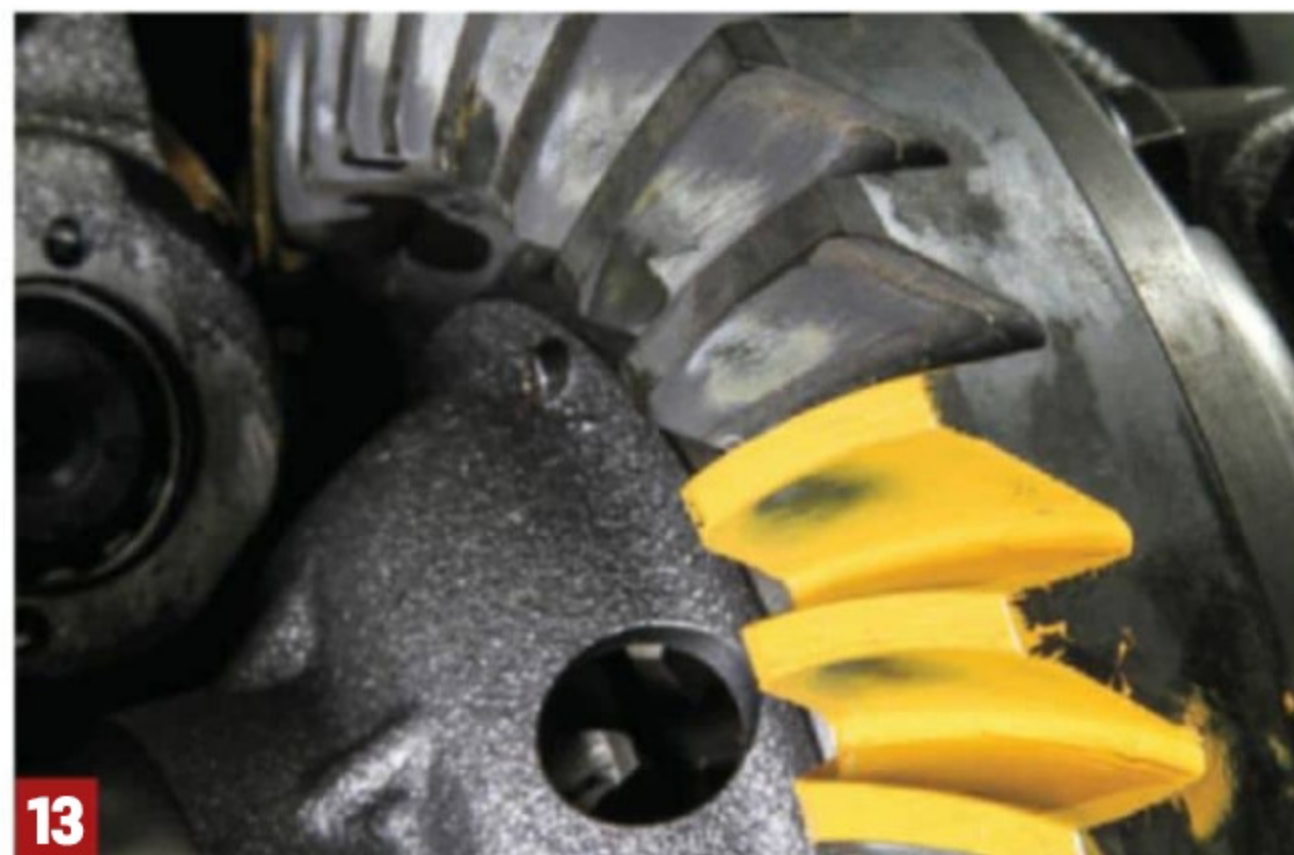
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12

The first pattern inspection, here, showed the mesh was a little too close to the heel (outer) edge of the teeth. Adjustments are made by adjusting the pinion cartridge shims and re-setting the ring gear backlash. It can take several attempts and shim adjustments to get it just right.



13

After a couple of adjustments, the pattern has moved inward on the teeth, indicating this mesh contact pattern is good to go.



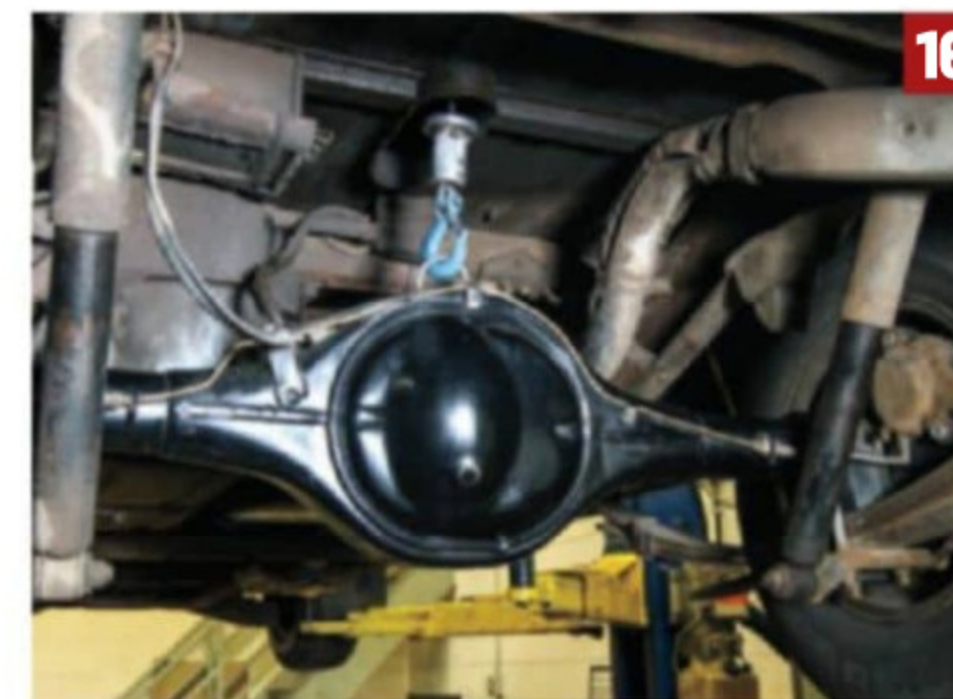
14

The assembled third member is sent for road testing where it is installed in the company's test vehicle. The easily removable design of the centersection is one of the things that has always made the 9-inch a favorite with racers and it certainly helps facilitate such tests here.

The test vehicle is an S-10 that's mechanically stock, except for the rear axle setup. It was also lowered for a proper hot rod stance.



15



16

The S-10 is modified with a lift equalizer in the bed, featuring a ring that holds the third member during installation and removal, allowing a pit stop-like changeover from one centersection to the next in about 20 minutes.

With the newly assembled third member installed, it's driven for approximately 20 miles, at different speeds, to confirm not only its operation, but gauge its noise levels and ensure it meets the Quiet Zone Series standards.



17

WHY THE FORD 9-INCH?

Introduced in 1957 and produced through 1986, the ubiquitous Ford 9-inch rearend is the industry standard for hot rods, off-roaders, race cars, and just about everything else with rear-wheel drive, with a whole sub-industry set up to build aftermarket replicas and service the population of surviving originals.

But how and why did it become the de facto high-performance axle choice? Three primary reasons:

1. Strength: Compared to other admittedly strong axles such as the big Dana axles used in Mopars, the 9-inch's strength advantage is a greater hypoid distance, or gear offset, which is the measurement between the center of the ring gear and the center of the pinion gear. Greater distance means there's more gear-tooth surface contact between

the ring gear and pinion, for greater strength. There are other strength-enhancing attributes, but this is the biggie.

2. Drop-Out Third Member: The 9-inch wasn't the first axle design to feature a removable, or "dropout," centersection, but as its reputation for strength grew, builders found the design had a lower center of gravity and was much easier to work with, allowing comparatively quick changeovers or servicing, especially at the track.

3. Virtually Unlimited Gear Ratios: Without differential housing restrictions to worry about, a 9-inch differential will accept essentially any gear ratio that can be thrown at it. As such, the aftermarket industry has responded over the decades with more available ratio choices than any other axle type. There's nothing like it.

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The Multi-Link IRS was popularized by marques like Ferrari, Porsche and BMW —and Morrison takes it a step further with brute strength and the ability to handle serious horsepower. It has many important features that "old style" Jag, Cobra, C2/C3 and aftermarket designs lack.

What's more, the AME Multi-Link IRS is also ideally suited for the street. Benefits include the ability to maintain stable corner load situations, establish functionally independent camber and toe curves, and enjoy a quieter ride with reduced noise, vibration and harshness. You get it all!

Multi-Link IRS is available in rear clips, like this Gen 1 Camaro setup. AME now offers compact, short and full-sized IRS cradles.

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18

Inside the test truck, two sets of headphones connected to special sensors mounted in the axlehousing allow technicians to listen to the inside of the axle and note the drive and coast sound levels of the ring-and-pinion. We listened to different assemblies on more than one testdrive and were amazed at the audible variances.



19

Some of the third member assemblies are shipped individually, while others are installed in complete axle assemblies that John's Industries builds in-house. They even make their own housing centers, which include three production styles: standard, heavy-duty, and extreme. There are two rear cover choices, too: round and notched.



20

Axletubes are welded to the housing center on a unique, rotating jig that helps produce more consistent welds and does so quite quickly.



21

Here's a close-up of one of the welds, each of which is critical to the assembly.

The mounting options for the axles are almost limitless, and John's maintains an inventory of mounting brackets for popular applications such as GM A-bodies, vintage Fords, and more. They'll even do custom applications, as long as they have the dimensions and/or the brackets from the original axle as a template.



22



23

John's machines their own axles, too, from supplied blanks. They prefer screw-in studs versus conventional press-in studs for a few reasons, not the least of which dimensional accuracy and greater safety. They're more secure once they're attached to the axle flange.



25

There are even several drum brake options to complement the axle assembly, including production-style 10- and 11-inch sizes in both the small- and big-bearing designs. John's also installs Wilwood disc brakes.



24

This clever, Buick-style finned brake drum is made by John's and designed to look like the original, but is machined on the back side to work with the standard Ford brake components.



26

All boxed up and ready to go, this complete axle assembly, like most others, is shipped bare, so the installer can paint it to his or her specifications. And it'll be quiet.



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feature

MADAM X

CHIP FOOSE BRINGS THE ART OF ART ROSS ALIVE

BY JOHN GILBERT

PHOTOGRAPHY BY ERIC GEISERT

It's been almost five years since *STREET RODDER* jumped on a lead Chip Foose was building a bespoke project that was going against the grain of the mainstream public's stereotype of Foose's designs. Beyond the future-forward look of *Overhaulin'* builds, truth be known there's not an automotive genre that Foose doesn't appreciate or doesn't have the ability to execute from a design on the drawing board to a completed vehicle. In the instance of Madam X, Foose and client Wes Rydell were thumbing through a book of prewar Cadillac photos when they spotted a concept illustration by Art Ross.

It was 1935 and Ross was a newly hired member of Harley Earl's Styling Section. Ross drew the two-door Cadillac convertible in 1935 and proposed it as a '37 model, but the design never saw the light of day. Future contributions to Cadillac styling by Ross was designing a broader hood that superseded Cadillac's needle nose look before he moved onto chief of design for Oldsmobile.



As homage to Ross and Earl, the moniker "Madam X" was adopted from Harley Earl's term to describe special one-off projects. The donor car for Madam X was Wes Rydell's '40 Cadillac 60 Special Sedan. Before Madam X was completed a second Cadillac four-door sedan was sacrificed for the cause. It's intriguing two entire '40 Cadillac four-door sedans were parted out because as one can see the mass of Madam X's exterior body panels comprise a one-off two-door convertible.

Madam X is a coachbuilt automobile. In hoity-toity terminology the process of constructing a coachbuilt car is deep rooted in rich artisanal heritage with the results exuding the qualities of fine craftsmanship. A little pretentious sounding, maybe, but after close inspection of the metalshaping Foose and Luc De Ley formed to produce Madam X who could disagree.

Madam X is where old-school coach building traditions and modern technology meet. Madam X is much more than a '40 Cadillac with a '39 hood



MADAM X

and grille. Foosé re-proportioned Madam X using '39-'40 production parts, the windshield frame was made 8 inches wider to look right with a cowl and front fenders that are 10 inches longer.

Under the Cadillac dream car's skin beats the heart of a Cadillac Escalade, C6 Corvette, and '15 Camaro. But lifting the hood is not delving deep enough to reveal Madam X's secret. The Cadillac Green 376ci, direct-injected '15 LT1 Corvette engine is topped with a Foosé redesigned and custom-fabricated '52 Cadillac vintage-style air cleaner that functions via a K&N air filter located within the inner fenderwell. The reworked '50 Cadillac valve covers complete the LT1's transformation from cluttered techno-engine into a prewar time warp. The automatic overdrive eight-speed transmission, along with a shortened driveshaft, was sourced from a '15 Cadillac Escalade. Exhausting the Corvette LT1 with a subdued throaty note is handled via a custom-fabricated MagnaFlow stainless steel exhaust system. Speaking of stainless steel, the gasoline tank holds 20 gallons and came from Tanks Inc.

From the automatic overdrive transmission to the rearend, a description of the numerous modifications Foosé and Dennis MacPhail made to the stock '39 Cadillac chassis should be mentioned first. The stock 129-inch wheelbase frame was stretched 2-1/2 inches and fortified to accept a stock '15 Camaro differential with brackets custom made to mount a C6 Corvette IRS. The C6 cradle was narrowed 2 inches and new half-shafts were made. A stock C6 Corvette rear sway bar and JRi coilovers completed the rear suspension.

The '15 Corvette LT1 engine offers no provisions to drive a conventional mechanical power steering pump, so in place, to decrease manual steering effort by 35 percent, is an Electra-Steer unit from Unisteer. The '49 Cadillac steering column



got the Foosé treatment, from being topped with a custom-painted '49 Cadillac steering wheel to adapting a '16 Escalade column shift to look at home. Sprung with JRi coilovers, the front suspension features C6 Corvette uprights and relies on an Art Morrison Enterprises front sway bar

to mute body roll. Electronic assist with ABS supports C6 Corvette disc brakes mounted at each corner.

The one-off Foosé Design wheels replicating 15-inch Cadillac hubcaps with wide whitewalls are solid billet aluminum cut by Mike Curtis of Mike Curtis Design; 18x8 in the front



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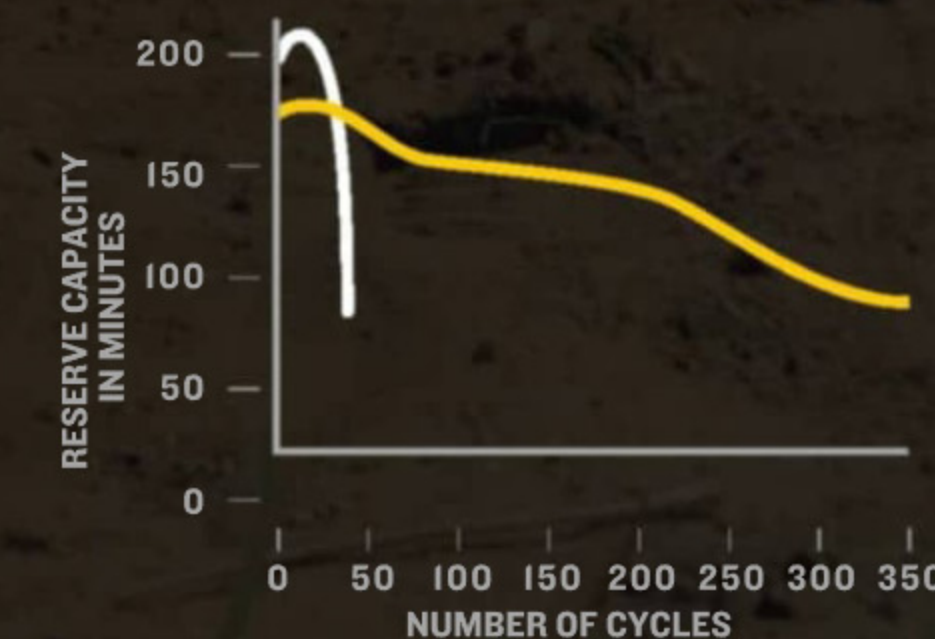
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Johnson
Controls

MADAM X

and 18x9 in the rear, mounted with Pirelli P Zero 235/65R18 in front and Pirelli P Zero 255/6018R in the rear.

In keeping with blending modern convenience with period-correct styling, the interior features controls concealed beneath a steel dashboard, faux wood grained in BASF paint by Foose and Alberto Ahumada. Vintage Air A/C and Arc Audio controls disappear and reappear with the move of a hand, whereas the '39 La Salle gauges, restored and updated by Redline Gauge Works, are fixed in the original position.

The interior upholstered by Ahumada at 714 Motorsports features a '46 Chevy two-door bench seat in Katzkin Cognac-hued leather. Hand-formed in aluminum by Luc De Ley and Foose, the removable hardtop was covered in Haartz Stayfast cloth and headlined in broadcloth by Little John's Interior Concepts. The rear window is stock.

Done completely in-house, Madam X was wired from its '39 Cad headlight buckets reworked for sealed beam headlights to the taillights custom machined to match the stock '39 Cad turn signals and all points in between by Petee Morell. Selecting a color to paint Madam X followed in line with the



car's bespoke origins, the choice after Foose, Doug Petersen, and Luc De Ley completed the bodywork. Tommy Marcotte flew in from Grand Forks, North Dakota, and joined Steve Deman to spray Madam X Rydell Real Maroon in BASF Glasurit materials.

Handled by Greg Cox of Artistic Silver Plating the chrome-plated brightwork on Madam X is a combination of original Cadillac and custom-made parts. It was a repetitious process of copper plating and hand blocking and then re-plating with copper before nickel and chrome plating could complete. The bumpers are '39 Cadillac issue, accented with custom-made over

riders. All hand-formed in brass, the upper belt molding, triplet of rocker moldings, as well as the vertical grille bars were final-finished in chrome.

Flying in the face of stereotyping Foose's work, Foose-constructed cars are designed and built to drive. That's not always the case because some of Foose's patrons prefer to keep their cars as intact as they appeared on delivery day, but Wes Rydell drives his cars. When *STREET RODDER* attempted to interview Wes by phone we were informed Wes and his wife, Vivian, were on the first half of a 2,200-mile journey driving Madam X from Grand Forks, North Dakota, to a car show in Columbus, Ohio. 🚗



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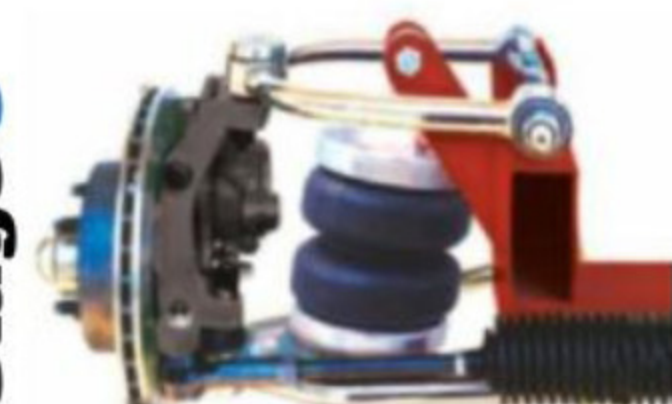
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TECH

EDUCATE

Burning Sensation

Part 1: Tips 'n' Tricks for "Traditional" Flames

By "Rotten" Rodney Bauman Photography by the Author & Don Dillard

You can buy a box o' tools, but you can't buy a bag o' tricks. How deep is yours? How often do you pull out the one at the bottom of the bag? For yours truly it's been a while or two. As a body 'n' paint guy I'm steadily pounding and painting old hot rods, but, thinking back, it's been close to 10 years since I've flamed one.

his rear fenders, roof, and deck. Since flames were the plan from the face-lift's beginning, the coupe's beltline moldings have been deleted. Sure, we could have dealt with them, but we'll do better without. For the type of layout we have in mind, the only remaining obstacle is the hood, which was louvered in-house at Highway 99 Hot Rods. Louvers can challenge the pyrographic artist. We've



Flames are fun, but bring your lunch. Now, I'm not sure why my tamales came with a fortune cookie, but its message seems pertinent: "The project you have in mind will soon gain momentum."

flames. Although there's a crafty pyrographic artist near Tulare, yours truly in Columbia Falls, Montana, received the call. With winter fast approaching, it won't be long 'til our own shop gets chilly. The timing is right. I'll take that flamejob in Tulare, and gladly travel to do it.

First, before we load and hit the road, let's take a minute to go over our game plan, shall we? According to Dillard, the coupe's owner knows what he wants, and he doesn't want flames on



2

Skippin' ahead to day two, the panels to be flamed are now properly color-sanded. With the drudgery portion of this job out of the way for now, let's get off to a clean start with a proven grease 'n' wax remover. With clean disposable toweling, one hand applies and the other hand dries—before the solvent can evaporate on its own.

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all seen louvers dealt with, but they're really tough to mask, and more often than not they'll interrupt the flow of flames. For that reason let's concur to steer clear of the louvers.

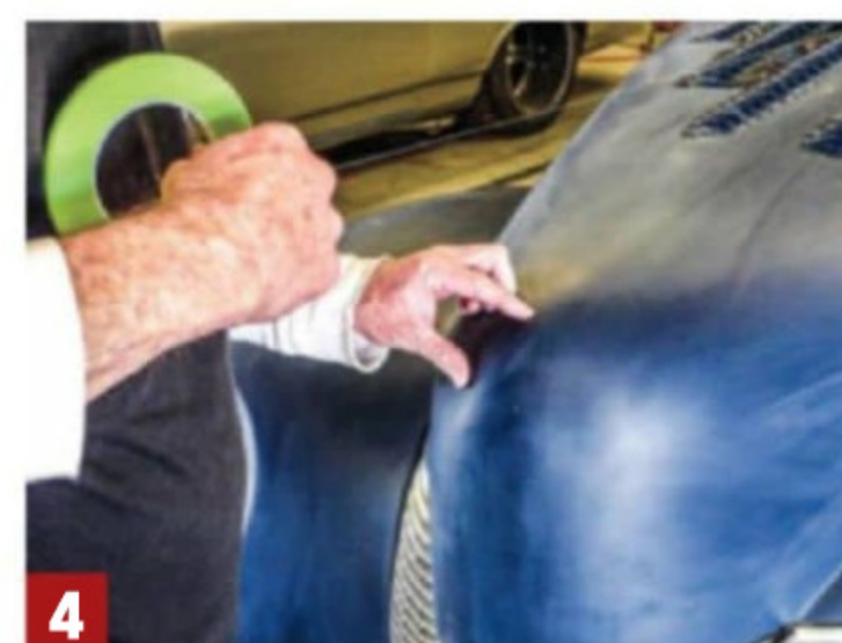
Earlier we mentioned that this would be a traditional-colored flamejob. Since the tricky T-word means different things to different people, it might be wise to clarify. Whether or not we were here in the mid '50s, we should at least be familiar with the Bob McCoy '40 Tudor, which was actually flamed as a surprise by his friend, Ray Cook. That's quite a story—and as the story goes that's the flamed '40 that started it all.



For the flamejob at hand let's stick with 3M tape. Because it stays put better in tight turns, I prefer the green crêpe-style tape over fine line. Providing we keep paint buildup down, it'll cut a nice edge.

Since the mid '50s we've seen that there's more than one way to flame a '40. The flamejob at hand will be more of a mid '60s and later style—the style that influenced yours truly as a kid. Allegedly growing up in Riverside, California, my personal influences were Richard McPeak, Corky Root, and Al "Gormo" Norman. At one time or another I've worked for and/or with all three, and honestly it's my honor to simply emulate with my own combination of their similar styles. In a nutshell, our layout will be symmetrical, our blends will be smooth, and they'll continue blending should we decide along the way that tips should cross.

On this particular job, our flames' pinstripe outlining will be protected beneath urethane clear. The panels involved will be color-sanded before the layout process begins. Once our



Just as a personal preference, I like to begin my symmetrical layouts in the center of the hood and then move down the driver side of the car. Before we get too creative, however, let's stretch out some 1/4-inch tape to establish a centerline.



This part is important. If you're not completely sure that you'll be proud of your layout years later, take it off and start over—now.



Along the way there will be many adjustments made, which is pretty much the way it should go. At this point we still have some kinks to work out. The growing tape ball on the left A-pillar is waste, but it's OK. It's better to waste a little tape than live with a lousy layout.



In six places we've decided that tips should cross. The trimmed-out tape will be replaced toward the end of our upcoming spray session. For extra dimension, the crossin' tips will be shaded redder than the areas they'll overlap. In the end, the effect will be worth the extra effort.



Here's our layout. It'll be easier to visualize when we fill the voids with green tape. We can also expect a few more kinks to work out, but that'll be easy.

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flames are in living color, they'll receive two coats of clear to protect our blends from any accidental boo-boos that could occur during further color-sanding. After pinstriping, this car's front fenders, hood, and doors will be removed for the car's final clearcoat application—and that's the plan as it stands.

Once we arrive and actually begin we'll include brief descriptions of materials used—brief, only due to

ever-evolving technology—and of course our various localities' legalities. Since we'll be working in California we'll go with California-compliant Omni basecoat colors from PPG. This will be my first time shootin' Omni basecoat, but Dillard assures me that it handles quite similar to good ol' DBC, which I still enjoy shootin' at home. For staples like tape, paper, and so on, we'll rely on quick shipments from Summit—same

as I do at home.

Next stop: Tulare, California! Job one will be flaming a '40. Job two will be sharing tips 'n' tricks that the first-time flamer with previous painting experience can run with. From here, the step-by-step stuff will focus mainly on tools and technique. Once again, there's more than one way to flame a '40. Indeed there's more to it, but here's how we do it. 📷



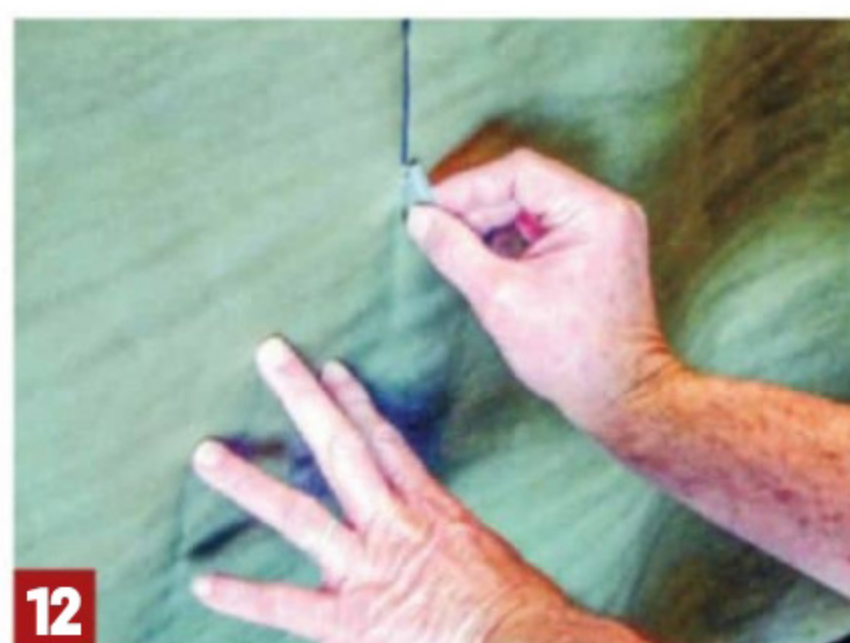
With visual rewards along the way, the fill-in part is kind of fun, but be prepared for sore fingers. Providing it's offered, accept help. Here to the right, Highway 99 Hot Rods proprietor Don Dillard takes a break from other duties to lend a hands-on hand.



As we've seen, our layout was established using 3M 1/4-inch masking tape. From there we've used 3M 3/4- and 1-1/2-inch tape to fill in, but there are other ways: shelving contact paper, vinyl sign transfer paper, and so on.



Now that we're satisfied with our left-side layout, let's reverse it for right-side symmetry. For this we'll create perforated pounce patterns; that's what they're called.



For easy-to-handle accuracy, let's cut these patterns to the shapes of each body panel. This step will involve 36-inch masking paper, 3/4-inch tape, and a single-edge razor blade, for starters.



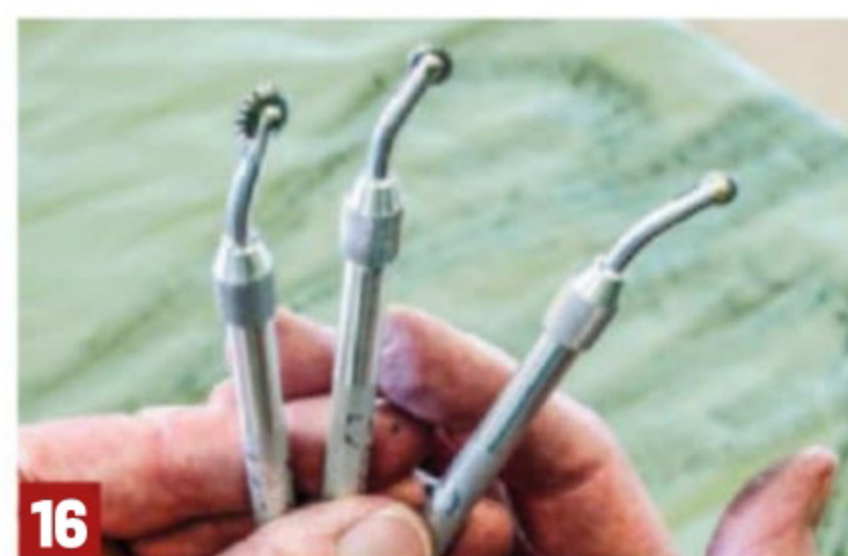
The next step will involve my favorite crayon. With its paper label removed, it can be laid on its side and rubbed across the paper along the edges of our layout to create a visible guideline for steps to follow.



This fat-fendered '40 is quite curvaceous, so we've used six varying lengths of paper. To hold their shapes, their folds are taped. Now, one-by-one, let's take each section to the table.



To use the body's beltline as a guide, this quarter-panel pattern could use a trim. Following a dull Sharpie scribe, a little off the top will ease proper placement. Back at my own shop I use a large sheet of fiberboard for what's next. Here on location, clean cardboard might suffice.



Highway 99 Hot Rods is a well-equipped shop. Still, I prefer to have my own familiar equipment. Before traveling I'd gathered my spray guns, but I couldn't find my pounce wheel. Throughout my career I've only owned one. Now, thanks to the "Interweb" I own three in a range of different sizes.



So, with a paper pattern laid flat on clean cardboard, the pounce wheel is guided along the innermost outline of our design. Its pointy spur produces perforations, which will come into play later on. Here good lighting helps, as a Harbor Freight freebie flashlight earns its keep.



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18

Our panel-shaped patterns are now flipped and aligned in position. Alignment is scrutinized to ensure close-as-possible symmetry. For starters, the hood's 1/4-inch tape centerline is still an important reference.



21

Although it's hard to see, we're confident that powdered chalk has been delivered through our patterns' perforations. Before removing patterns, let's gently blow away excess chalk.



19

From the local hardware store we've purchased powdered marking chalk. From the local five 'n' dime we've purchased ladies' nylon stockings. Now technically, we could call this a pounce bag.



22

With our patterns now removed, we do indeed have a decent guideline. At this stage let's steer our 1/4-inch tape just outside of the chalk dots. Again, there'll be some kinks at first but we'll smooth them away soon.



20

The pounce bag is a time-tested tool, but there are other options. You could spend some dough on a fancy box version from an art supply store. For our purposes here, it's chalk in a sock.



23

Now that the hood and vertical panels are roughly laid out, it's a good time to address the fender. This curvy pattern's folds have been folded and taped again as necessary to reverse the pattern.



24

Protruding as it does, this fender would have been pretty easy to brush up against, which likely would have erased our chalk lines. Treated as a separate step, we'll only do this once.



27

Again, the fill-in part is kind of fun, but my ol' fingers are still sore from the last time. So are Dillard's, but as always, he's there for me. This side should go quickly.



25

So, to this point, we've only taped outside the chalk dots. Therefore, the right-side layout is a little wider-spread than the left. We still have some fine-tuning to do, but before we go any further, let's blow away all of the chalk.



28

For a clean, non-fuzzy effect, we'll tightly direct color into the doorjamb. For adhesion the 'jamb's are still in need of preparation. Here a small section of a red Scotch-Brite pad fits the bill.



26

Now, let's take a second lap with 1/4-inch tape. This is our chance to work out the kinks. This time steering inside to where the chalk dots actually were, we'll achieve left-to-right symmetry without trappin' chalk under tape.



29

Under this roof we've done all we can. It's time to haul the flammable '40 to a neighboring paint shop. Next month we'll switch to living color.

THE FOUNDATION OF PERFORMANCE



feature

CLARENCE GOT CLEARANCE

WIFE SAYS CUSTOMIZE THE IMPALA!

“How do you like me now?” might be the question Clarence Goodwin’s ’61 Chevy Impala would ask if it could talk. You see Clarence didn’t make a whole lot of changes when he first got the ’61 Impala, and for that matter he really wasn’t looking for a ’61 Impala when he bought the car. One might say it was Clarence’s dad who was to blame for him picking this particular year and model of car.

The year was 1961 and Clarence’s dad bought a ’61 Chevy Impala right off the showroom floor, so when Clarence spotted a ’61 Chevy Impala bubbletop for sale in his local newspaper nostalgia made him jump at the chance. The classified ad hadn’t

main thing was to set the stance by lowering it on airbags and mount up a set of custom wheels and tires. Then that fateful day came when Clarence’s wife gave him the clearance to go ahead with a complete renovation done by a



been in the paper more than a day when Clarence met with the original owner and cut a deal for \$7,900.

For the first seven or so years of owning the bright red with red-and-white interior Impala, Clarence did a minimum of modifications. The

professional shop.

Clarence commissioned Ronnie’s Hot Rods in Senatobia, Mississippi, to totally customize his ’61 bubbletop, and the shop started by stripping the car down to the bare frame and building it up from there. The stock

BY JOHN GILBERT

PHOTOGRAPHY BY JOSH MISHLER

’64 X-frame was kept, along with the air-ride suspension. The air-ride setup Clarence and his son, Trent, installed on the ’61 back when Clarence first got the car was a basic RideTech system, retaining the OE upper and lower control arms in front and stock trailing arms in the rear.

Pleased with how the basic air-ride system worked, Clarence went for

the gusto and bought RideTech’s complete system for ’59-’64 Chevy B-body cars. This meant a full conversion to tubular components, upper and lower StrongArms with HQ Series Shockwaves to control the height and damp the bumps. A front and rear MuscleBar, generically known as a sway, or antiroll bar, comes with the RideTech kit to tame pitch, roll, and yaw. At rear, tubular

StrongArms, Fox billet shocks, Firestone ’bags, and Panhard bar. Air supply and ride height are controlled via RideTech LevelPro.

Wilwood disc brakes are at all four corners managed with a fully polished un-boosted dual master cylinder. Steering starts with a CPP power steering kit connected to a CON2R custom color-matched steering wheel via





CLARENCE GOT CLEARANCE

a Flaming River steering column. The wheels are U391 Rascals by US Mags mounted on 245/40ZR18 Continental ExtremeContact tires in front and 275/435ZR20 Continental ExtremeContact tires in the rear.

Underhood, Ronnie's Hot Rods went to great lengths to clean up the look of the LS1 engine and all that surrounded it. The inner fenderwells and shaved firewall were custom fabricated to align looks with the core support. Travis at Walker Radiator Works custom-built a smooth-tanked radiator to match. The LS1 engine, built by BB&T Racing, displaces 383 inches and produced 580 hp at 6,200 rpm. Engine internals consist of an Eagle crankshaft and rods, Mahle 9.8:1 pistons, and a Comp cam. The aluminum cylinder heads are from RHS (Racing Head Service).

The speed equipment necessary to produce that kind of power is



a dual-quad setup of FAST XFI Sportsman 1,375cc throttle bodies on a Holley EFI intake under a Ronnie's Hot Rods custom-made air cleaner. The ignition is a FAST EZ LS controller with Moroso Blue Max wires running from coil packs concealed in the fenderwells. Ronnie's custom fabricated the 1-3/4-inch mid-length headers that dump into Borla stainless steel mufflers.

Transmitting 580 hp produced by the LS engine begins with a TCI 4L60E StreetFighter with a TCI 2,500-stall converter and TCI SFI-approved billet flexplate. The floor shift is a Shiftworks button-top shifter, and the trans controller is a TCI-EZ. Stock, a '61 Chevy uses a two-piece driveshaft the X-frame was modified to convert to a one-piece driveshaft. The narrowed differential is Chevy 12-bolt with 3.73 gears.

All bodywork and paint was done



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CLARENCE GOT CLEARANCE

in-house at Ronnie's Hot Rods. The bubbletop was relatively rust free, but after soda blasting revealed a multitude of small rust holes it was necessary to fabricate sheetmetal to repair the rocker panels and related areas. Originally painted Roman Red by the factory with DuPont Magic Mirror acrylic lacquer, Clarence requested a mild color change to a much brighter Viper Red Ronnie's Hot Rods sprayed in Glasurit urethane. And naturally all of the body gaps are much tighter than a mass-produced '61 Chevy ever was. Dan's Polishing & Chrome did all of the chrome plating, including front and rear California one-piece bumpers.

In contrast to its factory original red-and-white interior and what is now in the bubbletop is the difference

between night and day. Over a bed of Dynamat laid in by Ronnie's the car was sent to Terry Mathis at Gulf Coast Trim & Upholstery for a four bucket seat interior with a full-length center console all custom-made by Terry. RideTech suspension controls and power window switches are concealed under a console sliding cover. The heavily reshaped front buckets are '62 Impala with scratch-built buckets for the rear. Flame Red cut-pile carpeting and sculpted red Italian Leather cover the interior and trunk.

Hung on a natural finish March billet aluminum serpentine belt system, the 12-volt electrical system begins with a March high-amp alternator fed into a Painless Performance universal muscle car wiring harness. Running front to

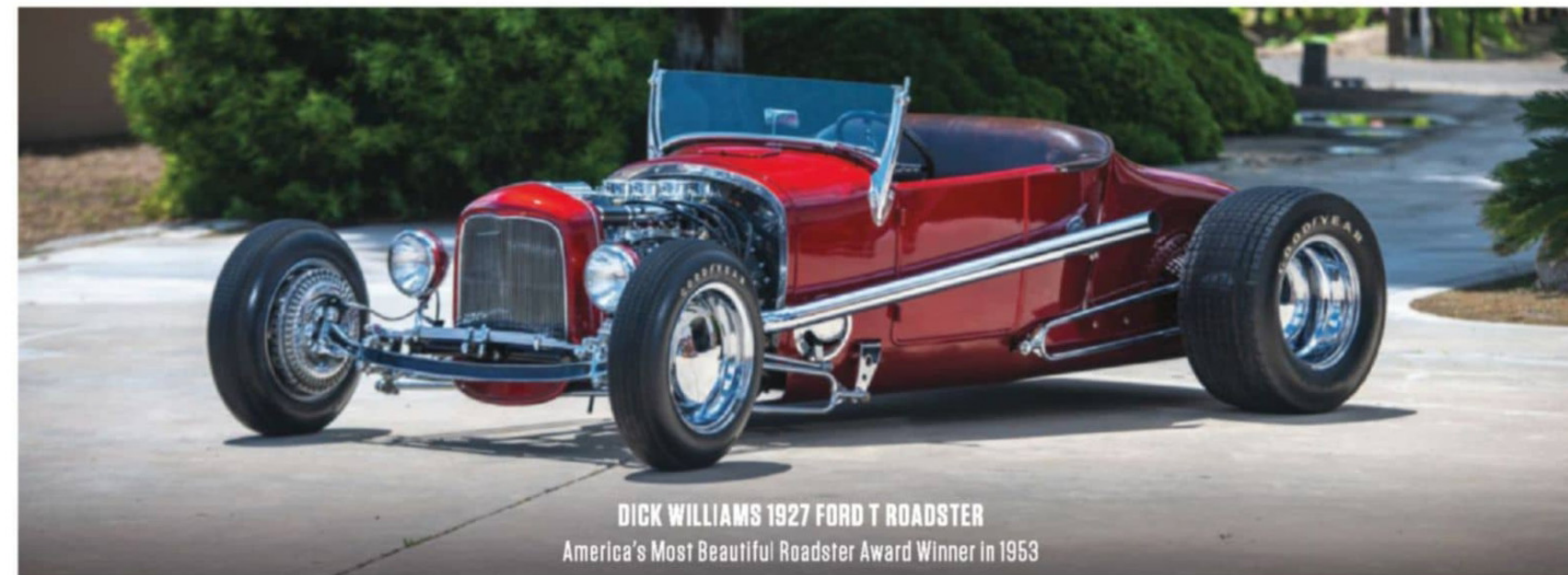
rear, the Painless harness supports lighting from Halogen headlights and LED taillights. The customized dashboard with a lot of 21st century features is based on a stock '61 Chevy. Dash instrumentation comes from AutoMeter gauges. The AutoMeter gas gauge measures the contents of a Rick's Tanks 18-gallon stainless steel tank supplying an Aeromotive Stealth electric fuel pump. A Pioneer AVH-X4800BS head unit with a 7-inch motorized display handles in-car entertainment, including a backup camera and Bluetooth.

After it was all said and done, Clarence told *STREET RODDER* the most memorable and rewarding moment was when the bubbletop debuted in the Builders Showcase at the NSRA Nats in Louisville, Kentucky. 📺



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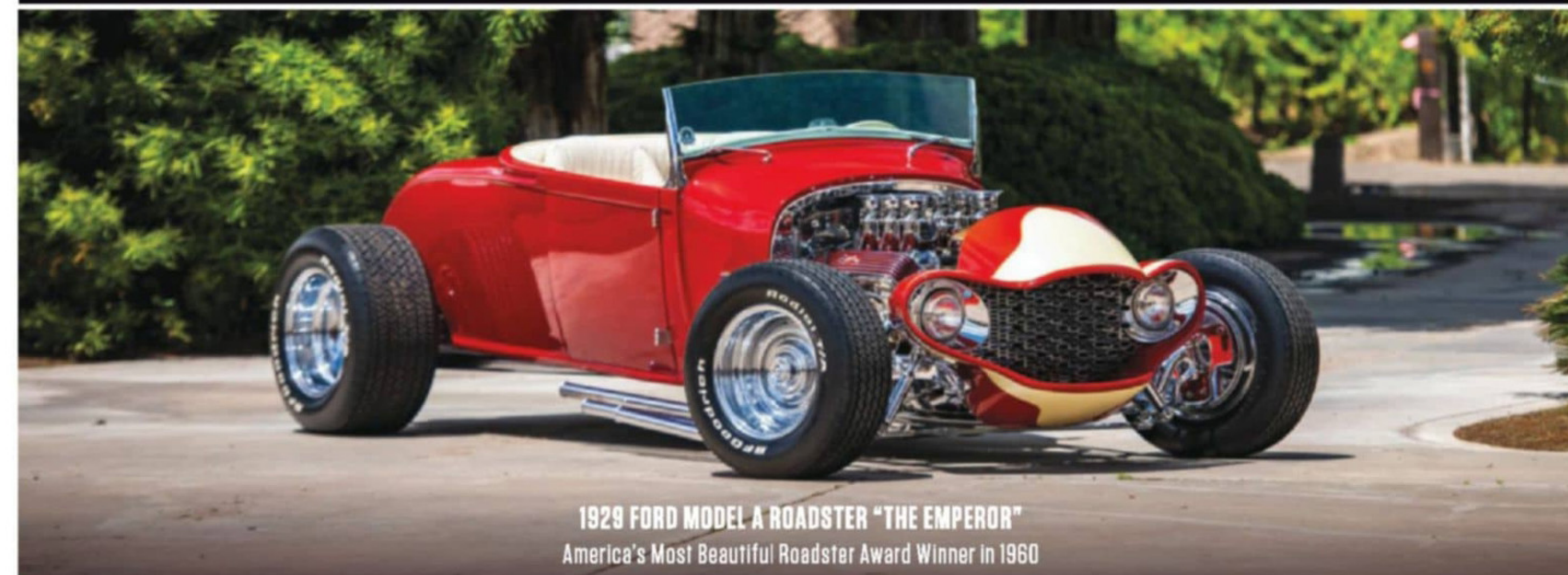
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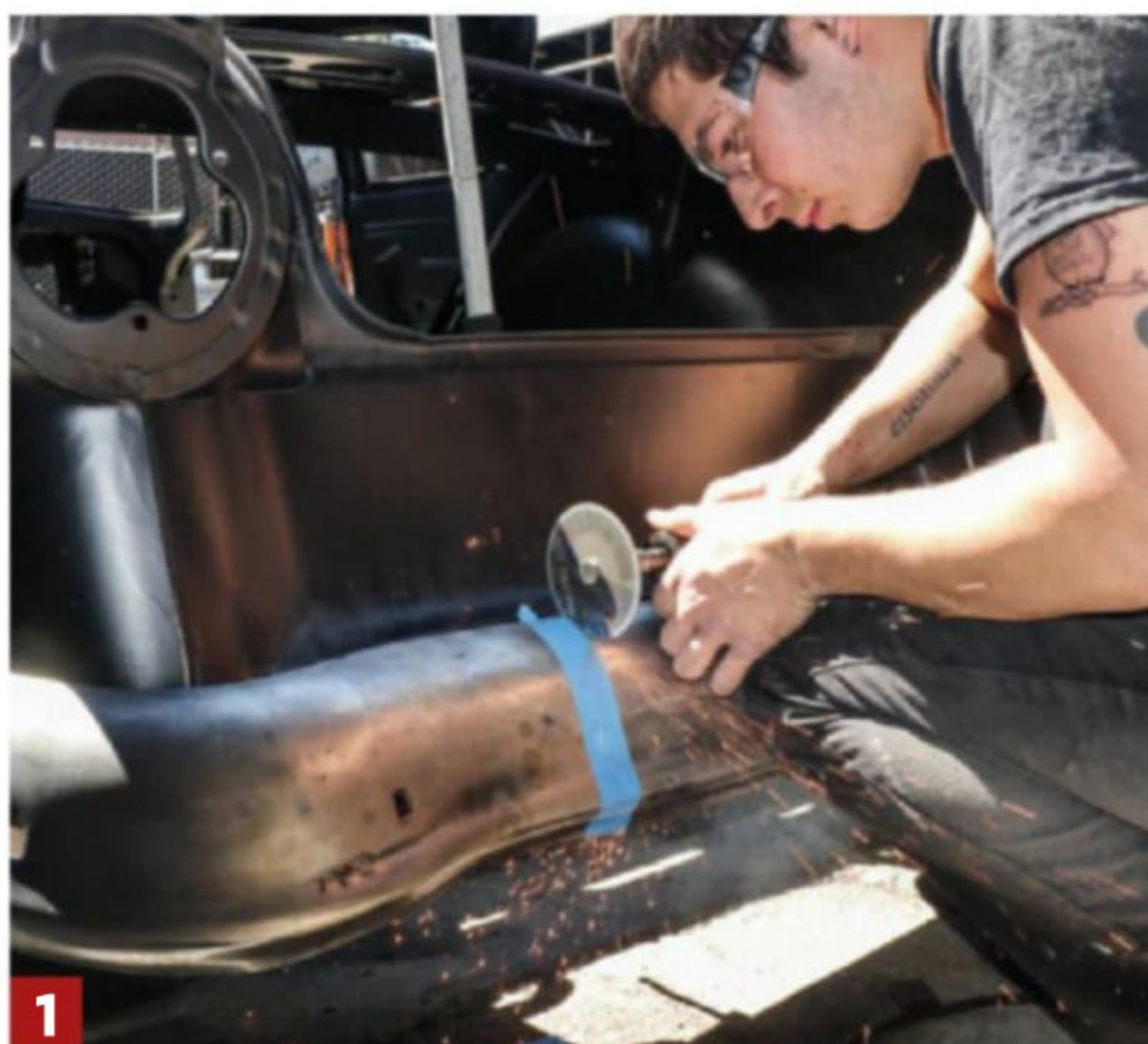
Hollywood Hot Rods Begins Working Their Magic on Our '55 Ford

By Ron Ceridono

Photography by Tim Bernsau

Troy Ladd of Hollywood Hot Rods (HHR) has become one of the most prolific builders on the street rod scene. After the doors of his new shop swung open in 2002 it didn't take long for the Newport Beach, California, native to make a name for himself. HHR soon became known for award-winning vehicles, including America's Most Beautiful Roadster and a long list of magazine feature cars, all thanks to Troy's eye for period-correct hot rods and customs and the workmanship he and his talented crew are now famous for.

We're proud to say HHR will be building the 2019 ARP/STREET RODDER Road Tour car presented by Ford Performance. Having been responsible for two previous STREET RODDER Road Tour cars ('40 Ford in 2012 and '61 Ford Sunliner in 2015), HHR is no stranger to what's involved in building a car that has to be a combination beauty queen and brawler—something with the fit and finish of a show car while being tough enough to rack up 20,000-plus miles in a summer. This year's car is a '55 Ford Customline two-door sedan that will be riding on the Roadster Shop



1 Starting at the rear, HHR's Peyton Timm begins modifying the rear bumper to closer to the contour of the body.

Troy Ladd (fourth from the left) and his crew are working their magic on the ARP/STREET RODDER '55 Ford.

chassis and powered by Ford Performance Coyote crate engine.

The HHR crew began transforming the Road Tour Ford from stocker to street rod by removing the body from its original frame, media blasting and priming all the sheetmetal, and then hanging it all in place on the Roadster Shop chassis. Then it was time to begin the subtle modifications that HHR is known for. One of the first was tucking in and smoothing the rear bumper. And as with most things that seem simple, this wasn't.

After fabricating temporary brackets the



2 The original gap between the body and bumper was quite large. To allow them to come closer together, the sheetmetal flange at the back of the body had to be trimmed.

bumper bolted in place and a number of cuts were made that allowed the bumper to be reshaped, making it fit tighter to the body. Once the bumper was reshaped, the cuts were welded, the mounting and bumper guard holes were filled, and the temporary mounting brackets were replaced with a pair that are much more substantial. Finally all the welds were ground smooth in preparation for chrome plating.

Ladd and the entire crew at HHR put extra effort into every detail of the cars they build—the lengths they go are extraordinary, but the results speak for themselves. For more information on the 2019 ARP/STREET RODDER Road Tour, check out hotrod.com/events/street-rodder-road-tour/.

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11 The additional cuts allowed the ends of the bumper to be pulled closer to the quarter-panel.



12 Satisfied with the shape, the ends of the slits were tack-welded.



13 With the fit to the body verified as correct, the slots that had been cut were welded, first from the back, then from the front.



14 Layout fluid was used as a guidecoat to reveal high and low spots in the bumper.



15 Just like preparing a body for paint, the bumper was sanded with a DA and a sanding block to prepare for chrome plating



16 After blocking, the high and low spots became obvious; note the circled H.



17 Just like bodywork, the high and low spots are corrected with a hammer, albeit a heavier hammer.



18 The edges of the bumper were also worked over with a hammer and dolly. They were rough from the factory.



19 An abrasive disc on an air grinder was used to knock off any sharp edges along the top and bottom of the bumper.



20 To fill the mounting and bumper guard holes plugs were cut and welded in place.



21 Once the plugs were welded they were ground smooth. Plugs like this should always be welded on both sides.



22 It's hard to tell if this bumper was twisted during use or it came from the factory that way. The driver side had a 1/16-inch high spot.

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23

■ On the passenger side there was an 1/8-inch high spot.



24

■ A little brute force and the high spots were eliminated.



25

■ With the bumper back on the car the top edge was marked for trimming to make the gap uniform all the way across.



26

■ The exact contour of the bumper was laid out in wide masking tape then 1/4-inch tape was laid down next to it and the wide tape removed.



27

■ The top edge of the bumper was trimmed adjacent to the 1/4-inch tape with a variety of tools—a reciprocating saw, grinding disc, and drum sander.



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28

After the temporary brackets were removed from the bumper a much more substantial pair took their place.



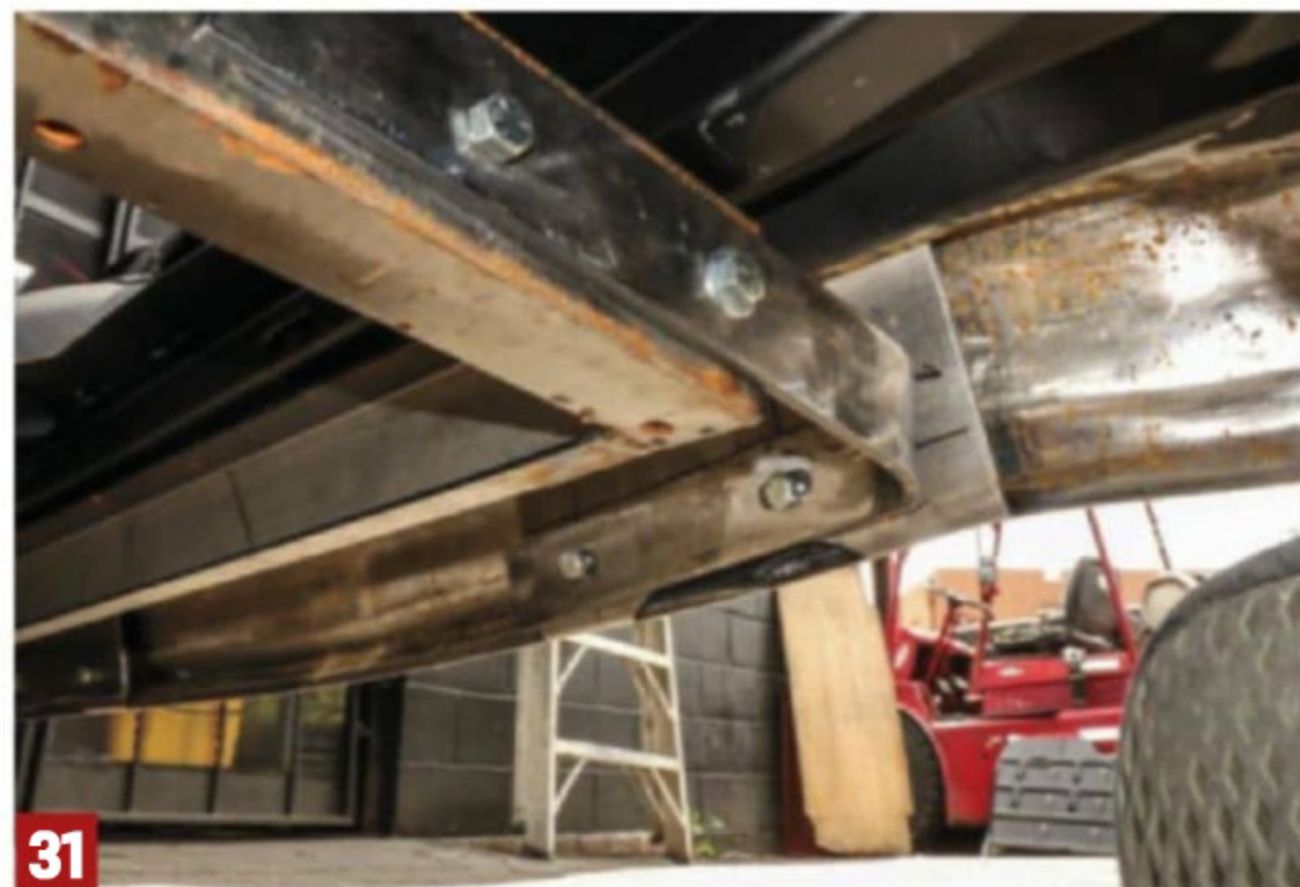
29

To attach the bumper to the frame a pair of replacement arms was made from hot rolled flat strap.



30

The Roadster Shop chassis came with bumper bracket holes in the stock location.



31

The modified bumper is held securely in place with the stout steel brackets.



33

It took a considerable amount of time and effort to fit the bumper to the body and fill all the holes, but it will be worth it. From HHR both bumpers will be shipped to Sherm's Custom Chrome Plating.



32

It took some time and effort but the bumper now fit tight to the body with an even gap from one end to the other.

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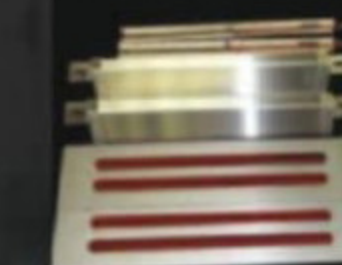
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feature

FORDOR TO THE PAST

THIS DEUCE SEDAN IS A RIDE THROUGH TIME

If science ever produces a time travel machine we'll be ready. We've already got our first trip planned. Sell us a ticket to 1959, destination: Bakersfield, California. We want to be there to watch Art Chrisman and Don Garlits at the first U.S. Fuel & Gas Championships at Famoso Raceway. We also want to find a high school kid named Jim Lindsey who was one of the local hot rodders and a true gasoline-in-his-veins gearhead.

BY TIM BERNSAU
PHOTOGRAPHY BY JORGE NUÑEZ

"Bakersfield back then was like *American Graffiti*," the 2019 Jim Lindsey told us, "and we had our John Milners. I grew up buying cheap Model As and Deuces. By the time I graduated from high school I'd already owned 8 or 10 cars, and didn't pay more than \$125 for any of them."

In the decades since, Jim has owned many other cool cars, including woodies, wagons, roadsters, coupes, sedans, deliveries, and pickups. Many of them have been '32 Fords, including the five-window coupe that was his second car (and that he still owns) and this four-door sedan that is his latest addition.

"I had been talking to Roy Brizio about building a closed car," Jim told *STREET RODDER*. "In 1976 or 1977, I'd sold a dirt bike engine to buy a '32 Fordor and have always liked them. It turns out that Roy had another customer who'd sold him a body." That body became the starting point of the finished car you see here.

"I like stock-bodied cars," Jim says. "I like fenders and original lines and I-beams." Those preferences align with the style that Roy Brizio Street Rods is famous for. The original steel sedan body of Jim's sedan was kept stock and unchopped, with exterior pieces collected from the





FORDOR TO THE PAST

restoration aftermarket. The factory grille shell frames a Dan Fink insert, followed by a Rootlieb 25-louver steel hood. The front and rear bumpers, door handles, and taillights are out of the Bob Drake Reproductions catalog. SO-CAL Speed Shop supplied the swan neck side mirrors.

"Picking the right color is the hardest part of the project," Jim says. After seeing a deep maroon '34 Vicky at Brizio's he realized it was the perfect color for the body. Darryl Hollenbeck at Vintage Color Studio massaged the 87-year-old sheetmetal until it was better than new, then finished it in a similar maroon, custom mixed with PPG paint. Flawless chrome from Sherm's Custom Plating is the exterior's finishing touch.

Brizio created a fully boxed reproduction Deuce frame for the sedan. The traditional frontend features the Super Bell I-beam axle that Jim likes, plus hairpins, spindles, and tubular shocks from Pete and Jakes. In back, a 9-inch Currie rear with 3.70:1 gears and a limited-slip differential spins Currie axles. Pete and Jakes ladder bars and Panhard bar, a Deuce Frame Company antiroll bar, and QA1 coilovers suspend the rearend.

The classic 16x6 and 16x7 wire wheels from The Wheelsmith match the old-time flavor of the Fordor, and the vanilla paint (with chrome caps and rings) contrasts



the body color. Excelsior 5.50R16 and 7.00R16 radials from Coker Tire wrap around the rims. Braking is traditional too, with 11-inch drums mounted at each wheel.

"I'm an engine guy. The car had to have horsepower and it had to have three pedals." Jim's first requirement is answered by approximately 385 horses from a fresh Chevrolet Performance 350ci crate motor. The brand-new engine is dressed up vintage style with a raw-finish finned air cleaner from Moon and a pair of PML Corvette-style valve covers. An Edelbrock carburetor and manifold feed air and fuel, an MSD ignition system and Taylor wires provide the fire, and Sanderson headers, Brizio-

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FORDOR TO THE PAST

built pipes, and Stainless Specialties tube mufflers carry away the exhaust. A Walker brass radiator, SPAL electric fan, and Edelbrock water pump keep the engine cool. A TREMEC TKO 600 five-speed transmission backs up the small-block and meets Jim's three-pedal requirement.

Some of the maroon paint from the exterior found its way inside the car, coloring the shifter knob on a Lokar handle, the ididit steering column, and the Juliano's Hot

Jim lives in Santa Barbara now—150 miles and 60 years from the Bakersfield of his *American Graffiti* days. He's always looking to the future, thinking about what his next street rod will be—but when he's driving his new '32 four-door sedan, or his old five-window coupe, or any one of the five or six other cars he currently owns, it's like a trip back to the past. All it takes is a time travel machine like this one. 📺



Rod Parts banjo wheel. A five-gauge set from Classic Instruments' Nostalgia VT series mounted in the original dash monitors speed, temperature, oil pressure, fuel level, and battery voltage. Jim and his passengers enjoy the ride from the comfort of bench seats from Glide Engineering, upholstered in gray leather, and cloth by Sid Chavers. Wilton wool carpet covers the floor. A Vintage Air A/C system cools every corner of the expansive sedan interior.



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1929 Ford Sedan**

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THE RIGHT ONE

JOHN AND PAT MILLER'S SPECIALLY CRAFTED DEUCE ROADSTER



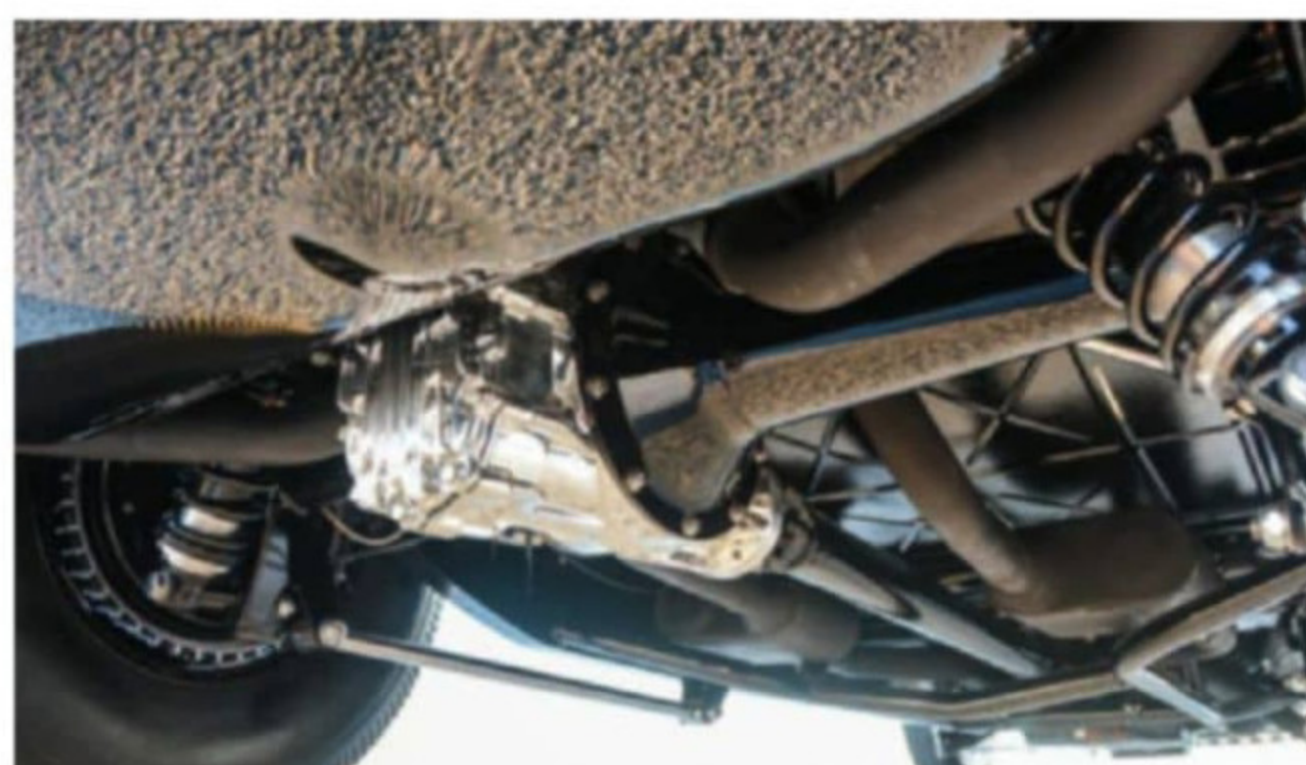
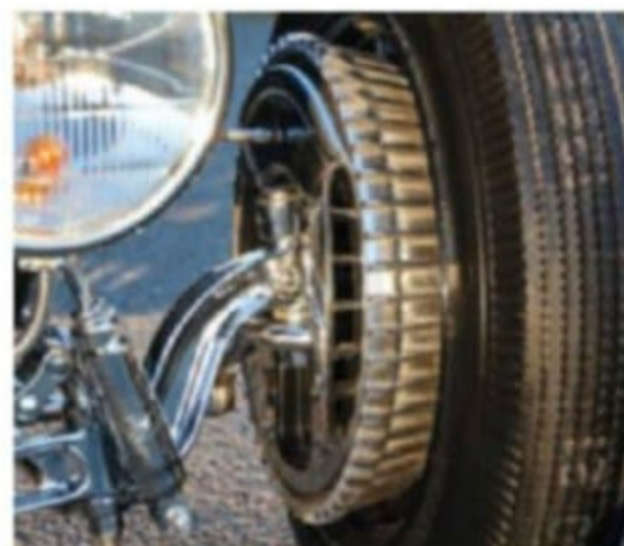
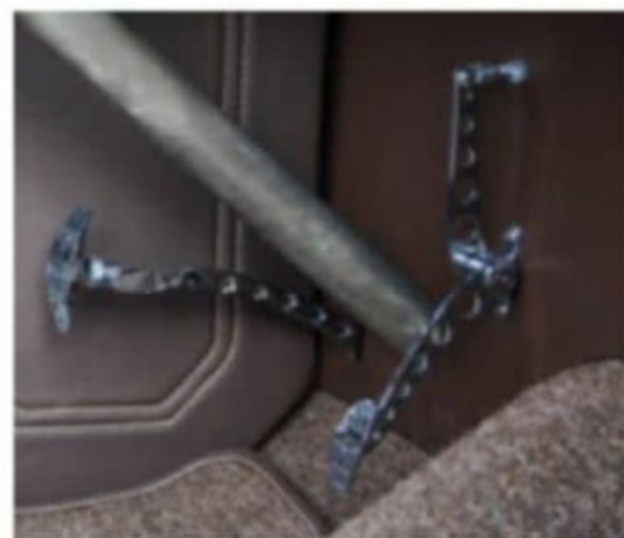
feature

Some might say that there are only so many ways to creatively build a '32 Ford roadster and that mail-order hot rods are often lacking any personal style. The hot rod on these pages is anything but boring, and it proves that you can build a traditional and tasteful car with off-the-shelf parts. Blending the right combination of parts, colors, and textures is an art, and guys like Chad Adams make it look easy. Chad and his crew at Adams Hot Rod Shop in Rydal, Georgia, focus mostly on '32 Ford roadsters, building them for customers, and producing turnkey cars to sell. The example shown here is a custom build for John and Pat Miller, who hail from Blacklick, Ohio, just outside of Columbus.

Since the Millers are from the home state of the "Ohio look" they've been accustomed to seeing hot rods with the perfect stance and attitude. John had owned muscle cars, custom motorcycles, and other specialty vehicles, but he was ready to enter the street rod world with a '32 Ford roadster. The plan was to find the right car at a rod run and buy it ready to run. While this is often the cheapest way to go about acquiring a pre World War II car, John struggled to find a car that checked all of the boxes on his list of preferences. He and his wife, Pat, were walking around thousands of candidates at the NSRA Street Rod Nationals back in 2015 when the couple hit a turning point in their search for the perfect car. Pat said, "The roadster you want doesn't exist ... you need to have one built. It's the only way

BY TOMMY LEE BYRD
PHOTOGRAPHY BY THE AUTHOR

PPG PREMIUM ROD OF THE MONTH



THE RIGHT ONE

you will ever get exactly what you want." John agreed, even though he enjoyed the thrill of the chase.

Through their travels to Goodguys Columbus, the NSRA Street Rod Nationals, and other rod runs John was impressed with the roadsters that were coming out of Adams Hot Rod Shop. The high level of quality and creativity sealed the deal, and John commissioned Chad and crew to build the roadster he wanted. John knew that Chad had the vision for stance and profile, so he let the Georgia boys run with it. Every piece of the car was built at Adams Hot Rod Shop, including the chassis fabrication, paint, and interior.

The car sits on a custom chassis built by Dennis Elmore, one of Chad's longtime employees and friends. He used American Stamping '32 Ford framersails with custom crossmembers to dial in the stance

and mount the drivetrain. Up front is a SO-CAL Speed Shop dropped and drilled front axle, attached to the frame with a chrome reverse-eye spring and hairpin radius rods. A Vega box simplifies the cross-steering setup and Wilwood disc brakes are concealed by finned Buick-style drums.

Out back, a polished stainless steel four-bar suspension mounts the Winters V-8 quick-change rearend. Slick, black axle tubes accompany the beautifully polished centersection, and the whole assembly is sprung by Aldan coilovers. Rolling stock consists of Firestone bias-ply tires from Coker Tire, sized at 450/475-16 up front and 750-16 out back for the perfect amount of rubber rake. The piecrust blackwall tires mount to 16x4.5 and 16x7 Hot Rod Steel wheels, also from Coker Tire. Chad and

crew painted the outer edge of the '40 Ford DeLuxe center caps black, leaving only the centersection with a chrome-plated finish—a unique touch on this sinister hot rod.

Horsepower comes from a BluePrint Engines 383ci stroker small-block Chevy. While the black appearance makes the engine all but disappear beneath the hood of the Deuce roadster, the sneaky small-block packs a punch with 420 hp and 440 lb-ft of torque on tap. The stroked small-block features 10:1 compression, aluminum cylinder heads, and a hydraulic flat-tappet camshaft for a simple, bulletproof combination. Up top is an Edelbrock dual-plane aluminum intake manifold, a Holley HP 750-cfm double-pumper carburetor, and a custom air cleaner by Johnson's Hot Rod Shop. Ignition is handled by a PerTronix

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Flame Thrower distributor, while the charging system operates with a low-mount alternator run by a good old-fashioned V-belt. A pair of stainless steel block-hugger headers from Ultimate Headers lead into a 2-1/2-inch exhaust system by Dennis Elmore. A PRC radiator keeps the small-block cool, while a Transmission Unlimited prepared TH350 automatic sends the power to the ground.

The ultra-slick highboy roadster features a Brookville steel body, with a few custom touches, including a Dick Rodwell windshield and '50 Pontiac taillights. It's simple and sleek, and the highly reflective finish is the product of Chad Adams and Dion Willcox, who straightened and aligned the panels to perfection. The PPG basecoat is straight mixing black, buried under several coats of clear, giving the boys plenty of material to sand, buff, and polish. Chastin Brand laid down some subtle pinstriping to put the perfect finishing touch on the black roadster.

The interior was a combination of efforts, with Jamie Crook handling the stitchwork and Chad Adams on the fabrication and final assembly. The Relicate Leather material features a custom brown hue and covers the scratch-built seat and interior panels. Chad gave the '32 dash a marble look

with a custom-mixed color, and gave the same treatment to the LimeWorks '40 Ford steering wheel. The Classic Instruments gauges are traditional and stylish, and Chad added a column-mounted tachometer for an old-school detail. This hot rod doesn't have a heater, air conditioning,

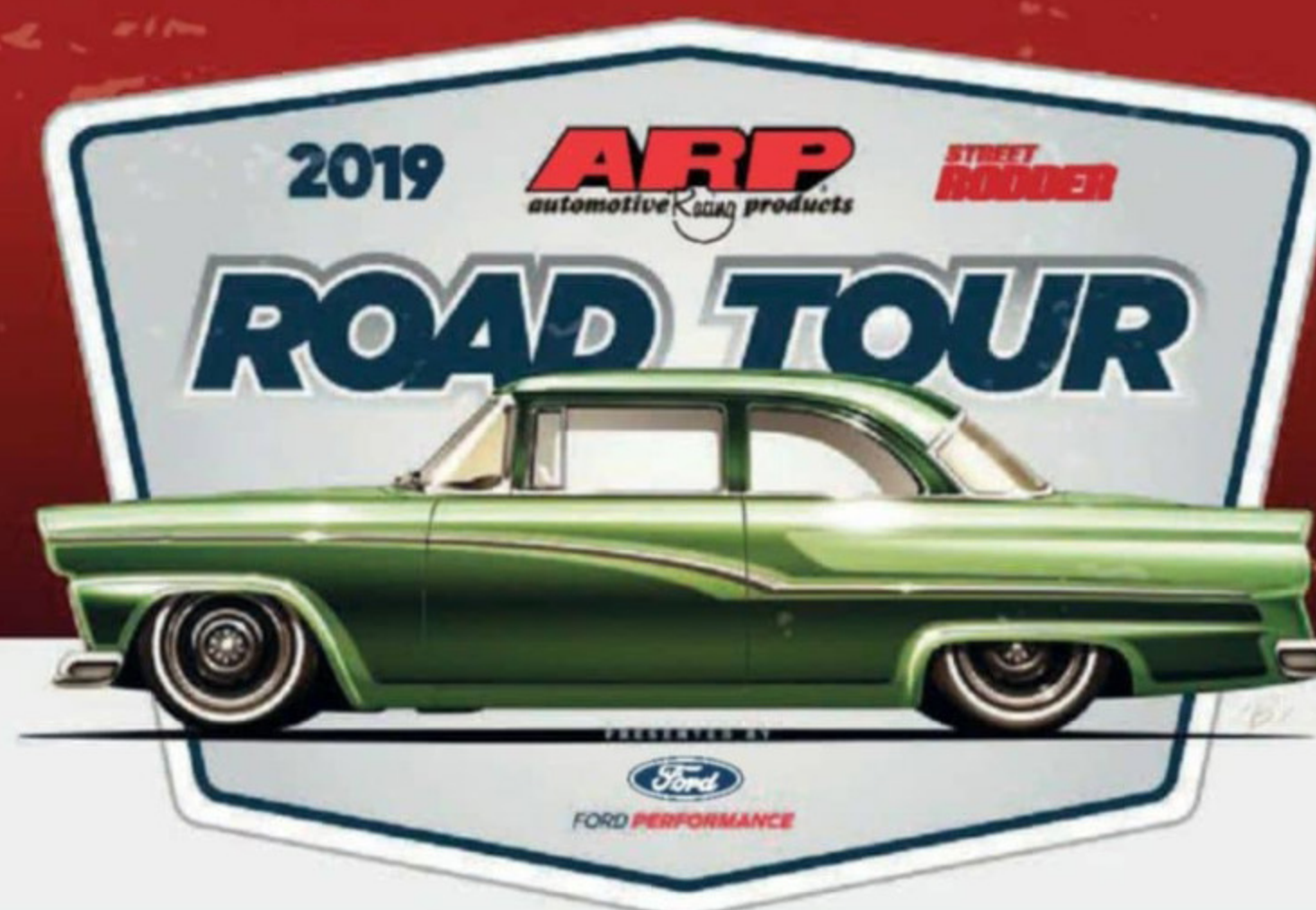


stereo, or any other creature comforts, so electronics are limited. A simple wiring harness from Rebel Wire ties it all together.

As the roadster began to take shape, the idea to make the haul to Pomona for the Grand National Roadster Show came up in. A dream trip for both the builder and the owner became a reality in January

2018, as the fresh roadster rolled into Building 4 as a part of the America's Most Beautiful Roadster competition. Another accomplishment included displaying inside the Builder's Showcase at the NSRA Street Rod Nationals in Louisville, Kentucky. While the accolades of owning a '32

Ford of this caliber are great, the real victory is sliding behind the wheel. The guys at Adams Hot Rod Shop build high-end cars, but they never lose sight of the fun factor, which is driving them. And while John Miller's search for the perfect Deuce roadster is over, he and Pat are ready for some open-air cruising in their bad, black highboy hot rod. 📺



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[TECH]

U P G R A D E

Feeding the Beast

Installing a Top End on
Our 383ci Stroker Engine

By Evan Perkins Photography by the Author

In the last edition of our budget brawler buildup (Aug. '19 issue), our humble 350 was torn down and treated to a K1 stroker crankshaft, Wiseco forged pistons, and K1 connecting rods. In this installation we'll finish the job by installing an Isky camshaft, a pair of Edelbrock cylinder heads, and an Edelbrock manifold, topped by a high-tech FiTech fuel injection system.

The engine is destined for a heavy, classic cruiser so the focus of the build was low-end torque. The plan was to keep the engine docile but add just enough extra compression, cam, and head flow to bump up the torque and the fun. The cylinder heads remain the same Edelbrock Performer units the engine utilized in its former life as a 350, but the higher lift of the Isky camshaft and displacement bump of 33 ci should help the engine make more grunt upstairs and down.

Follow along as we ice the cake that is our 383 and let it rip on the dyno at Westech. 📺

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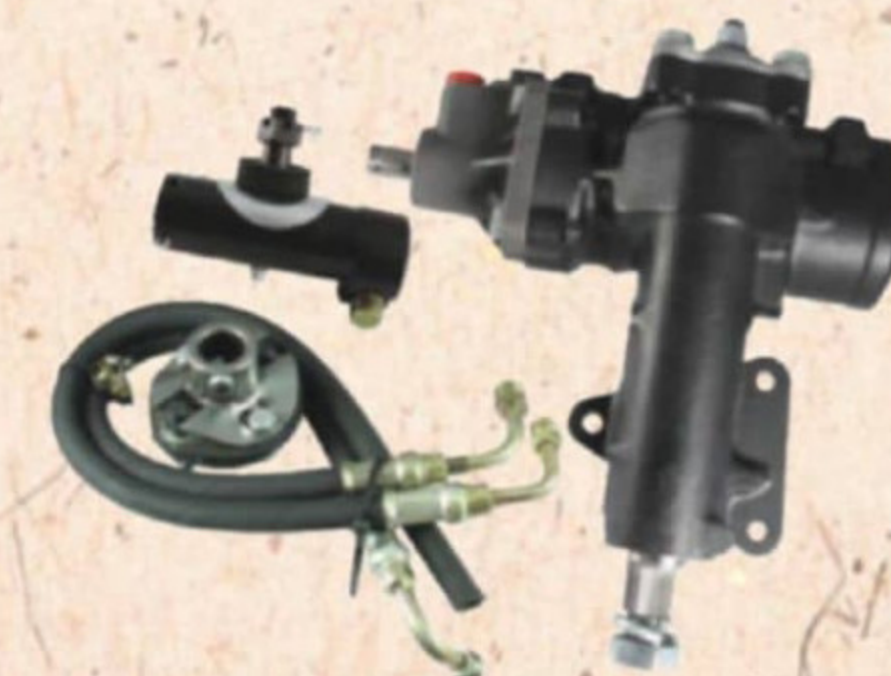


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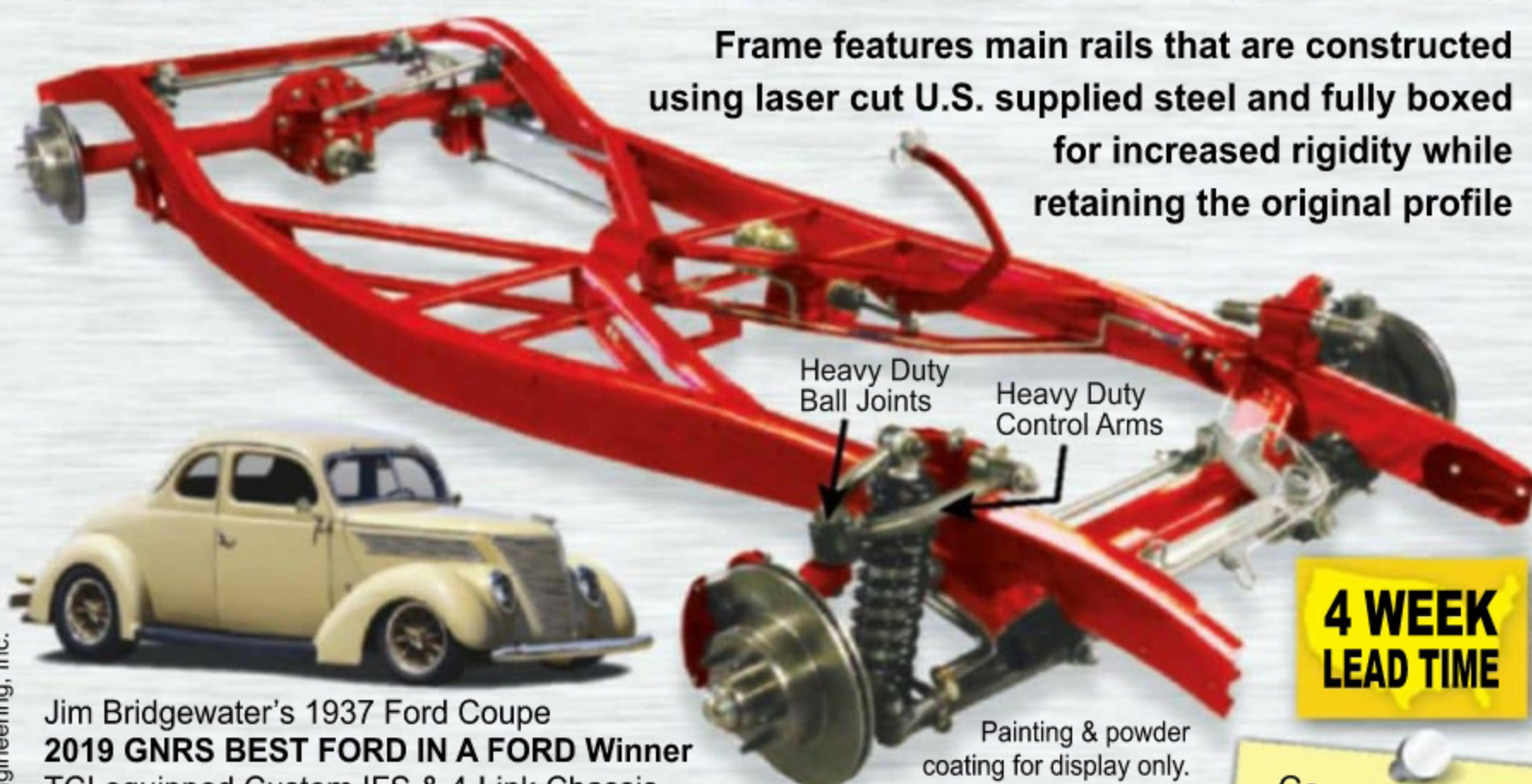
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1 Our camshaft is from Isky Racing Cams (PN 201272-282) and has 225/234 degrees of duration at 0.050-inch lift. Lift comes in at 0.505 on the intake and 0.530 on the exhaust, while the lobe separation angle is a fuel injection-friendly 112 degrees.



2 The cam was liberally coated in assembly lube and slid into the engine block.



3 The timing chain, gears, and thrust button were installed. These were low-hour items, so we decided to reuse them.



4 Even though the timing set and thrust button were reused, it is always good practice to check camshaft endplay. Too loose and the ignition timing will be erratic. Too tight and you run the risk of severe engine damage.



5 Next, we lowered in the hydraulic roller lifters, which were soaked overnight to ensure they were filled with oil.

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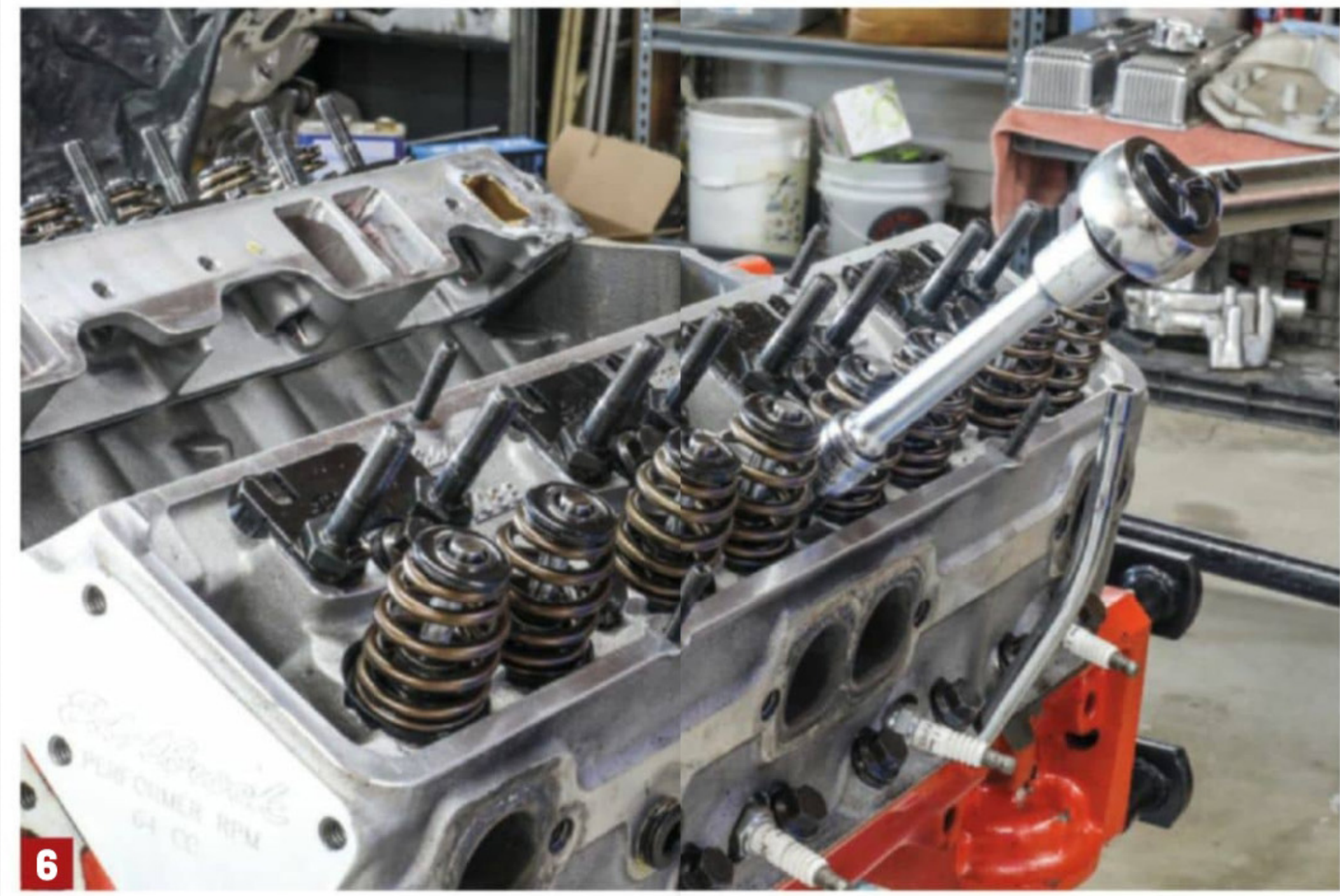
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6 The Edelbrock Performer heads were installed over fresh Fel-Pro gaskets and torqued to the block with ARP head bolts. Because this is a factory block, always use Teflon paste on the bolts to seal the water jackets.



7 Pushrods were passed through the guideplates on the Edelbrock heads, with a dab of assembly lube on each end.



8 Comp Gold-series roller rockers, retained from the previous build, were installed on the studs. Each pair was rotated to the base circle of the cam and tightened with a half turn of preload.

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9

At this point, we used an old set of valve covers and junk intake manifold to paint the engine the perfect shade of Chevy orange. A Comp billet timing cover was used to seal the engine front.



10



11

A bead of silicone was laid around the water jackets of the Edelbrock heads and china wall and the Edelbrock intake manifold was set in place.



12

The harmonic balancer was reinstalled on the crankshaft snout.



13

An MSD ready-to-run distributor was dropped in place and will handle ignition duties for the engine.



14

With the engine complete, we loaded it up and headed to Westech.



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16

On the dyno, the FiTech system proved extremely easy to use. Steve Brulé punched the engine specs into the handheld controller and the engine barked to life.



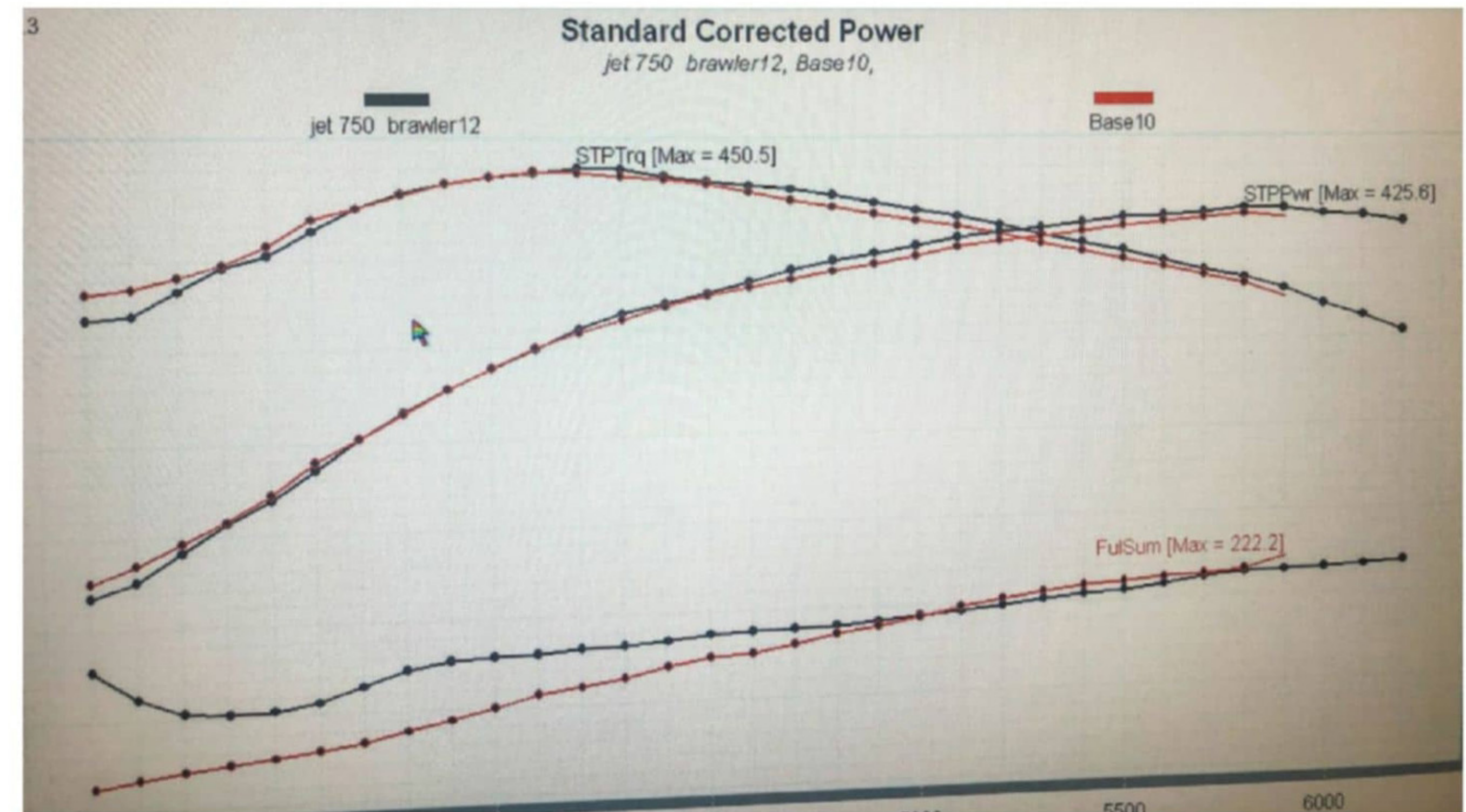
17

The engine was run through a break-in cycle to seat the piston rings, then it was time to see what it was good for.

The engine made great power out of the gate and the FiTech system self-learned its wants and needs. Troy Goldie made a few adjustments to the engine's timing, hunting for more power as the day progressed.



18



The final results were a more than healthy 450 lb-ft at 4,000 rpm with 400 lb-ft available as low as 3,200. Peak power was 425 hp at 5,800 rpm. The engine delivered as promised but we have a few tricks up our sleeves and with a few parts tweaks, we think the engine will crack the 500 lb-ft barrier.

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feature

HOME IS WHERE THE HOT ROD IS

HOW THE GRIOTS PUT A GANGSTER BACK IN THE GARAGE

The reasons why people want a particular vehicle outnumber the people who own them. But here's one you won't hear often: "My mom thought it would be cool." "OK, so I grew up liking Lincolns because of the stories my mom told me about living in Southern California," Nick Griot continues. "One of her best friend's parents had Continental hardtops. She talked about eating Twinkies in those cars as she and her friend were driven back and forth to school. I was into Camaros and she was like, 'Those are gross cars. Why don't you build a nice old car like a Lincoln?' She put that in my head."

Then fate gave Nick another reason to own a Kennedy Continental. Again, it's not a common one. "My wife and I bought this house," he explains. "When we closed we got this historical photo album. One of those photographs had a picture of the driveway." And in the carport at the end of that driveway sat two Kennedy Continentals, a white hardtop and a black convertible. "We closed on April 30, 2015," Nick says. "It was 10 days later I bought a '63 Lincoln."

BY CHRIS SHELTON PHOTOGRAPHY BY THE AUTHOR



HOME IS WHERE THE HOT ROD IS

"My goal was to do that car not only so my mom would like it but to bring a Continental back to that house. The timing was good, too; I had what I thought was a minor house renovation." Even the car's description matched the house's—cosmetically needing but admirably intact. "Every surface needed to be touched, but it was complete." The person from whom Nick bought it purchased it from the man who owned it from 1967 to 2014. Like the house, it came with its own photo album of sorts. "He had every record and photos of the car in every scenario you can imagine over the years. It was clear that he loved it.



"I brought it straight to the house where I was living, which was the carriage house above my dad's garage. (Before you pass judgment, know that Nick's dad is Richard Griot, founder of Griot's Garage, the car care company.) "I brought it into our personal garage and six Griot's Garage employees came over and we pulled the engine. That was the thing I knew needed to go after I did all the research; the 430 is unique, and there aren't many tuning paths to go.

"I experimented to see if I could save the paint and bring the stainless trim back on a buffing wheel," he says. "All of those litmus tests failed." In fact, the car was taking a direction much like the one his house had, "... which was a whole huge mess!" he says, laughing. "We'll just clean everything and put a new engine in it' became 'OK, everything needs to be done.'"

He found a sympathetic ear in Jared Hancock at J-Rod & Custom in Auburn, Washington. His crew built



a killer phantom two-door three-series BMW wagon for the Griots and is in the process of going through a Lamborghini Espada for the family.

"It spiraled into this crazy Pro Touring concept," Nick says. "We could never get that idea out of our heads, so we just ran with it."

To get the stance right, the J-Rod crew modified the front suspension for clearance. They replaced the rear leaf springs with a four-link made from Art Morrison Enterprises components. Both ends ride on

RideTech coilovers. "Everyone is shocked that it's static," Nick says.

They modified the wheeltubs, but not how you'd expect. "There's a lot of space between the quarter-panel skin and the wheelwell," Nick points out. "So we made a new outer wheelwell that followed the contour of the quarter-panel very tight," Hancock adds. "(It) gave the car an aggressive, purpose-built look with the rear wheels sitting where they should."

Those wheels are 20x9 and



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20x11 Forgeline CF3Cs. They wear 255/40ZR20 and 305/35ZR20 Pirelli P Zeros. They narrowed the 9-inch axle 2 inches to make the rear wheels deeper. A set of Baer 13-inch rotors and six- and four-piston calipers promise to scrub off speed.

Though 427 ci, the Ford Motorsports 535hp Boss crate is based on the legendary Windsor architecture. Oddly enough it makes sense for this series Lincoln. "The car is incredibly large, but it's a unibody and the engine bay is deceptively small," Nick says.

Nick laments that in stock form everything crowds the engine. "Everything was stamped here, and there was a strut tower there," he says. So Chad Terhar and Ross Petersen reshaped a simpler engine compartment. The air filter housing that Ross formed conceals the ignition wires on their way back to the firewall, where they circle around and project forward to the plugs.

"There was a ton of effort in trying to simplify the engine and make it look like a centerpiece of the car," Hancock explains. Evod Industries machined the rocker covers in the likeness of the ones that came on the 430.

Hancock fabricated the headers from 1-7/8-inch stainless. He built the exhaust system from 3-inch pipes, a J-Rod JCX X-pipe, and a set of Flowmaster mufflers. Those pipes pass an AOD built by Tacoma's Kerry Holmgren. It spins a 4.11:1 gear on

a Strange Engineering limited-slip carrier with 31-spline axles.

Externally, the car remains largely stock right down to the handles and badges. Hancock opened up the

Puyallup worked up a contemporary leather twist on the stately interior. A set of Dakota Digital VHX-series gauges replaces the mechanical movements.

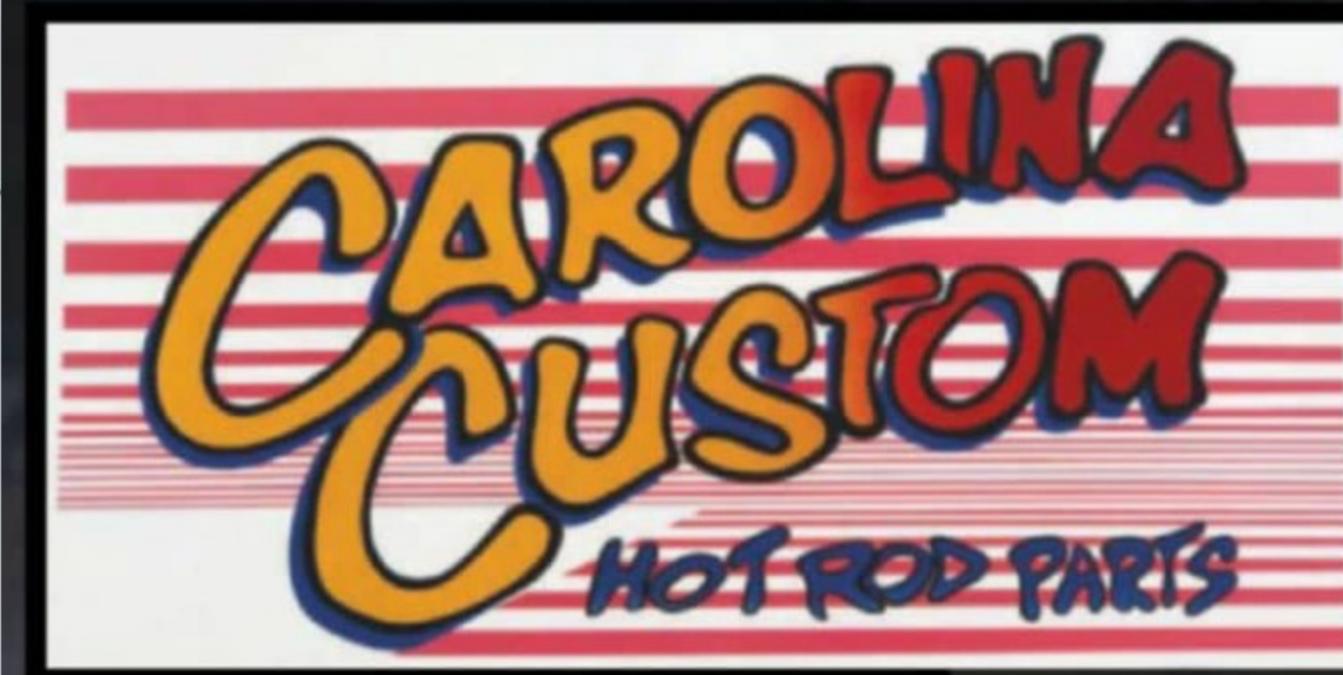


bumper to extend the radiator's intake area. The chin spoiler does more than look cool; it directs more cooling air to the radiator, transmission, and power steering coolers. Josh Jones and Ray Porthan prepped and painted it the ideal color for the son of the proprietor of a car care company: PPG 9700 black. Jason Kilmer cut and polished it to its ultimate shine and Ogden Plating chromed everything, stainless included.

Jamie McFarland at McFarland Custom Upholstery in nearby

Nick loves the car. But more importantly, how does his mom, Sara, feel about it? "She thinks it's too loud, which is perfect," he says, chuckling.

A '60s Lincoln isn't as exotic as the sports and racing cars in the Griot's Garage stable. But when he talks about it, Nick's face lights up in a way that it doesn't about those other cars. It's obvious that he has a deeper connection to it. Which I'm sure Sara Griot would interpret as mother, not father, actually knows best. 🗨️



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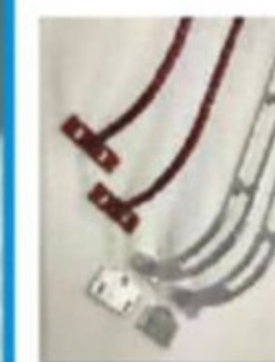
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feature

SCRAPE'D

BARRY WEISS' '39 ZEPHYR TREASURE

When this feature landed on my desk, it wasn't the vehicle in particular that first caught my attention, rather, its particular owner, Mr. Barry Weiss, someone I've known long before any cable TV networks ever existed. While most may recognize his name from his commanding role on A&E's *Storage Wars*, many know him personally through his off-camera wheeling and dealing with, and sincere love of, vintage cars and motorcycles. To me, however, he's a family member, even if not by blood relation.

BY ROB FORTIER PHOTOGRAPHY BY PETER LINNEY



Barry's always been a hustler and a collector—I first met him back in the '80s through his godson, Jesse James (Barry and Jesse's father were at one time partners in the antiques game). But it wasn't until the following decade that I really got to know Barry as the avid, often spontaneous, and overly eccentric collector he was. One late night after an evening out in L.A. doing who knows what, he threw out one of his "fruit basket" offers (his family was in the wholesale produce business and supplied all the greater Los Angeles grocery stores with their fruit and veggies) to get us to come hang out at his warehouse in Hollywood; I was more intrigued by the dozen or so

: SCRAPED

'20s-'30s streamline travel trailers he'd amassed and squeezed inside the old building than I was apples and oranges! Having only been exposed to Airstreams of this era up until this point, seeing his gleaming Silver Streaks, Spartans, and the like all caravanned together was something else—but hearing him go on and on about each one in salesman-like detail proved Barry was as enthusiastic as he was eccentric. When the trailers became too much to deal with, Barry's peculiar nature led him to begin acquiring customs—but not your ordinary-type custom cars.

The first of Barry's rather distinguished customs that I can recall was the "King of Mercs" built and owned by Frank DeRosa. Like the Zephyr pictured here, it too was purple in exterior color when initially acquired—but after losing a little right-of-way disagreement with a semi truck, the '51 Mercury went from two-toned and scalloped purple to tribal-flamed satin black, for which it's probably best known under Barry's custodial care. Barry would eventually sell the King,



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SCRAPE'D

but only as a means to acquire another DeRosa job, the "Cowboy Cadillac"—an in-progress '47 Series 61 fastback, which he still owns to this day. The '39 Zephyr, however, was bought more as an investment—a flip, as it were.

This here is the original "Scrape"—not one of the fiberglass jobs its original owner/designer Terry Cook popped off under the Deco Rides name. Completed over 20 years ago by Ramsey Mosher in Dover, Delaware, the beyond heavily modified coupe was toured around the country for a couple years by Cook before eventually being sold at auction for a pretty penny—by a man with plenty a pretty penny, Robert E. Petersen, who purchased the Zephyr for his namesake museum. On display for nearly a decade and a half, in 2013 Scrape once again hit the auction blocks—but this time, the well-worn custom only fetched a fraction of its previous selling price ... and Barry, of course, the highest bidder.

Upon initially acquiring the hammered Zephyr (figuratively and literally), Barry toned down the exterior a tad in his usual satin black fashion, and just as he does with all things motorized in his possession, proceeded to hammer the coupe around town and beyond until he felt it was time to capitalize on his investment. Before doing so, however, the car was repainted in Cook's originally intended color—black—and freshened up wherever deemed necessary (it retains the

hydraulic suspension and even the same interior originally installed back in the '90s). In 2017, Barry put Scrape up for auction for its third time, but unfortunately was unable to rally bidders high enough to meet reserve, so back to the Weiss stables she went and remains to this day.

(As of this writing, Barry was in a very serious motorcycle accident. On behalf of myself and the entire STREET RODDER staff, we wish him a full and speedy recovery!) 📧



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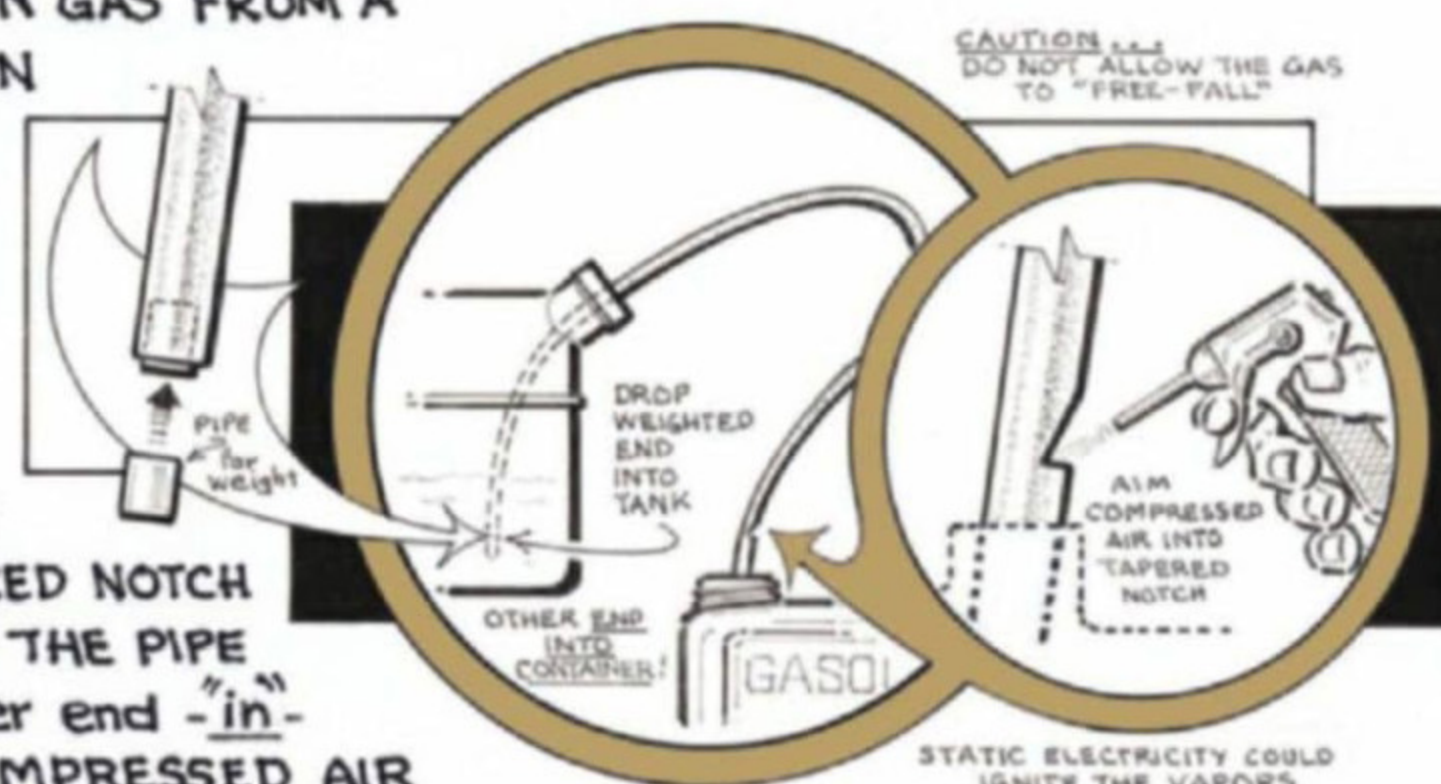
Bob Hovorka



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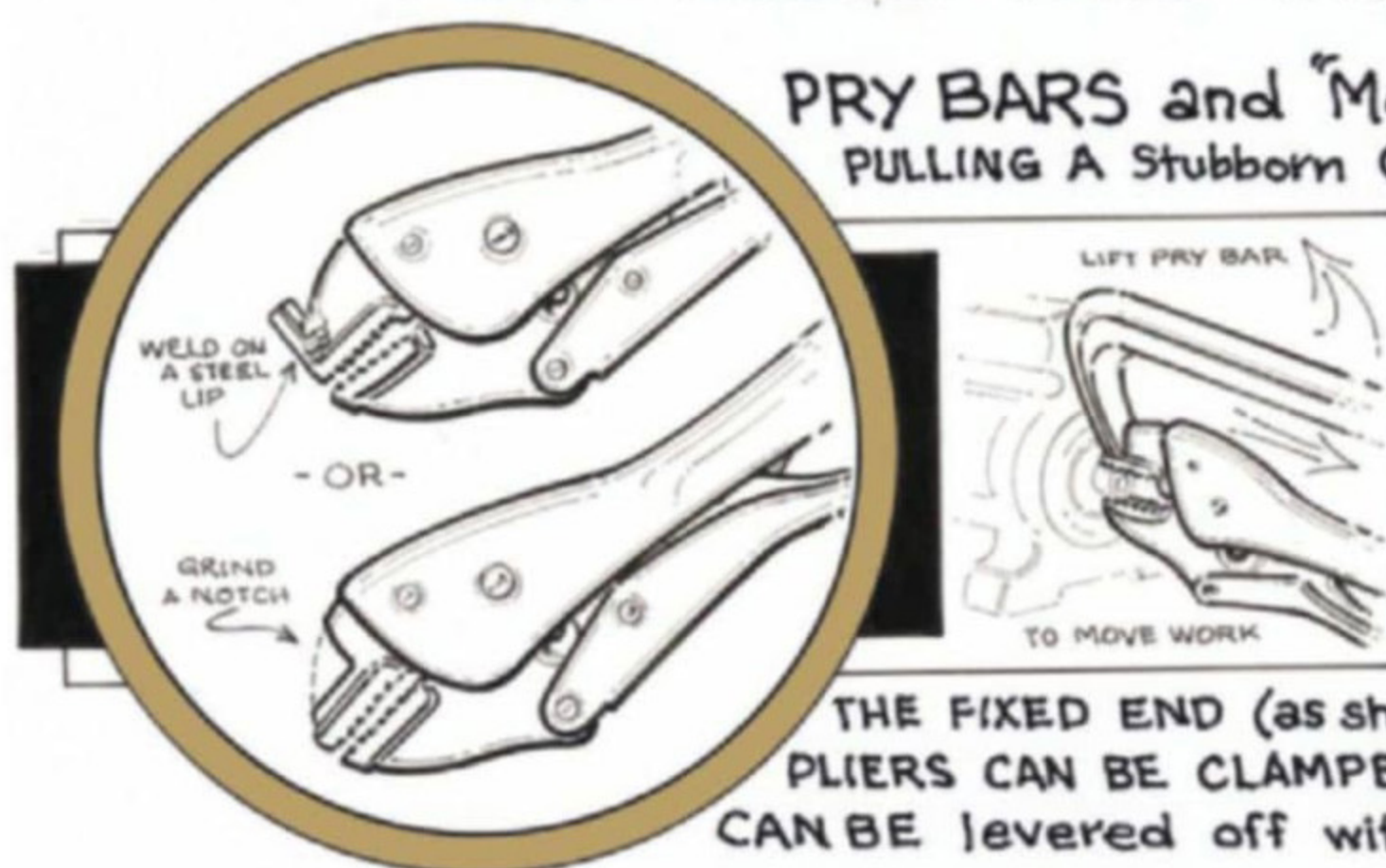


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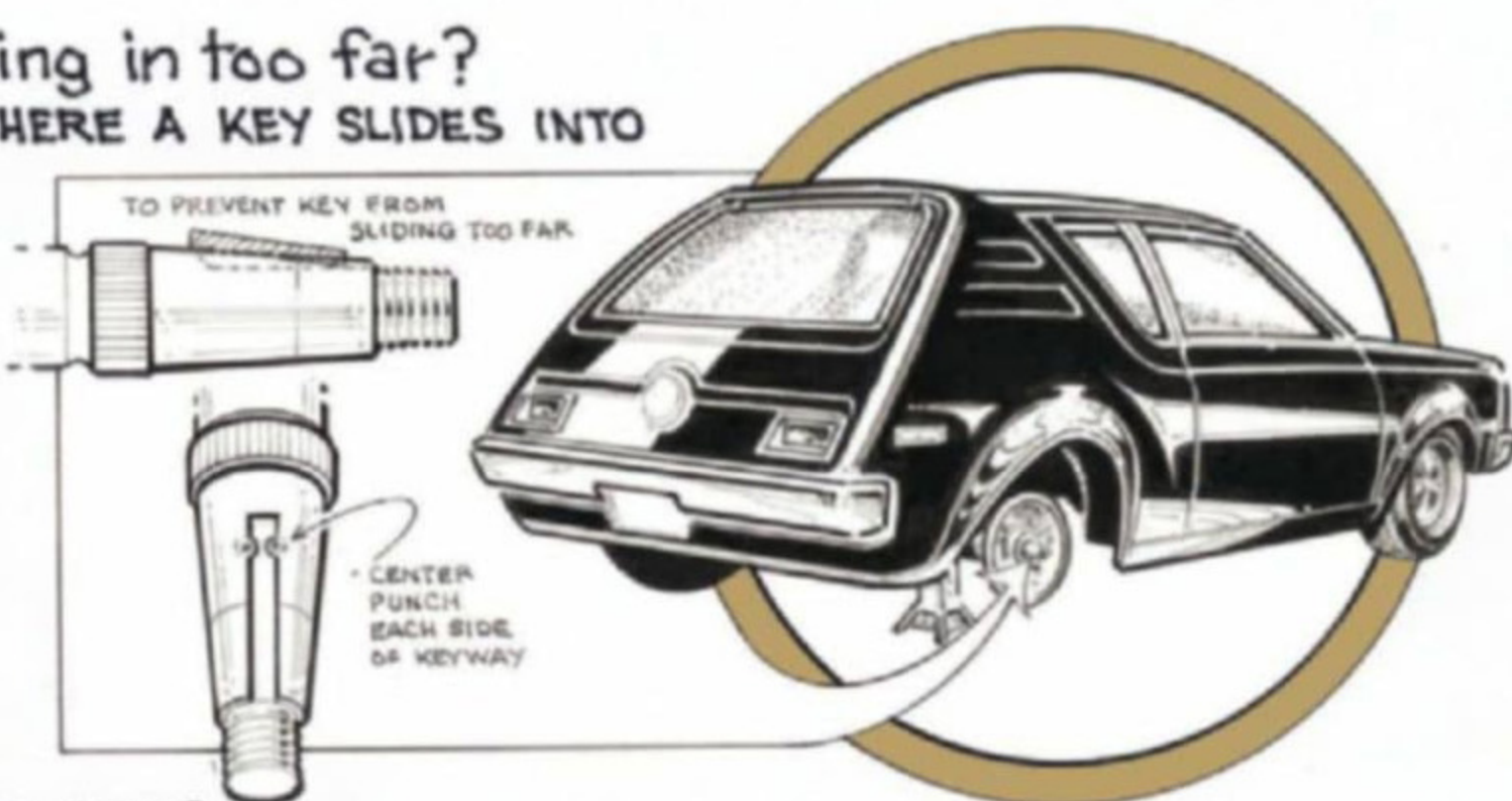
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STREET SHAKER



Chuck Vranas

Twisted Mistress

Randy Weaver's '31 Ford Coupe Blends Twin-Turbo Power with a Chopped and Channeled Stance

♦**Hot rodding** is all about walking the line in pursuit of that perfect combination of performance, style, and creativity. When you build some of the most thought-infused hot rods and customs for a living you had better bring your best game to the table when laying out plans to design one for yourself. For Randy Weaver of Sandy, Utah, sculpting



steel into truly memorable rides for clients gives him plenty of opportunity to blend together an endless stream of ideas. Along with his equally talented wife, Sydney, they own and operate Weaver Customs in nearby West Jordan. Their build style embodies an edgy element that always pushes the envelope, showcasing their own special fusion of fabrication, engineering, and design.

In Randy's own words, "I've always wanted to take a Ford Model

A and keep it classy yet sophisticated while injecting a wild modern twist to it." In creating his latest project, aptly named "Twisted Mistress," Randy merged a twin-turbo Ford small-block V-8 with just enough old-school vibe to make a memorable statement. Whenever you choose to blend traditional and modern elements together you're walking a very fine line in order to make the transitions seamless as you combine the eras.

Having built the car

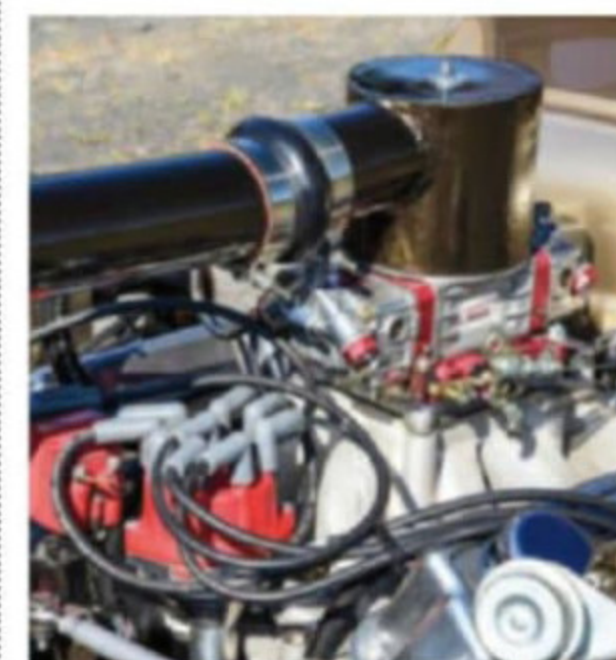
in his mind for years it wasn't long till Randy and team member Carlos Delgado got started. To create a rock-solid spine they fabricated a custom frame from 2x3-inch box tubing complete with custom crossmembers, Z'd 10 inches in front and 12 inches out back. A Ford 9-inch rear was packed with 3.70:1 gears spinning 31-spline axles and suspended in place by a custom four-link with Panhard bar and QA1 adjustable coilover shocks. For sharp handling, a

Heidts Superide IFS was added, including their exclusive 2-inch dropped spindles, polished stainless control arms, and QA1 adjustable coilover shocks, along with rack-and-pinion steering. When it comes time to drop anchor, a Corvette-style dual master pushes fluid through stainless lines to 11-inch GM discs and calipers mounted at each corner. Linking it all to the street you'll find a set of 18x8 front and 20x10 rear custom-painted Ambassador (Artillery-style) wheels from Detroit Steel Wheel Co. wearing Toyo Proxes rubber.

When it came time to designing an engine Randy wanted to not only put a Ford in a Ford, it also had to make a statement. He contacted Bennett Racing Engines of Haleyville, Alabama, to build a fire-breathing small-block V-8 starting with a 351W SVO block. BRE then bumped it to 401 ci and massaged it to perfection, filling it with an Eagle forged steel crank and matching H-beam rods topped with SRP forged aluminum 9:1 pistons. A Comp Cams hydraulic roller stick sets the beat while a set of ProComp

aluminum cylinder heads generate seamless power. Up top there's plenty of magic with a Quick Fuel Technology Q-Series 750-cfm Blow-Thru Carb perched on an Edelbrock intake linked to a pair of 60mm turbos generating loads of seat-pinning power. Randy then added custom turbo plumbing to tie it all together. An MSD ignition lights the fire with spent gases blowing through stainless headers to a matching 3-inch exhaust. A B&M Street Strip Ford C6 transmission packed with all the right bits moves the goods to a custom driveshaft. It's all good for 650 hp on the dyno at 6,000 rpm.

There's nothing like starting with a nice, solid, original body. Commencing at the top, the lid was lowered 6 inches while also filling the opening and fabricating a custom visor. The cowl was then filled and smoothed, accented by custom inner rear wheelwells and an extended tail pan. An extreme amount of detail went into flush-fitting the doors as well as fabricating new floors. The body was then channeled 4 inches to complete the look. The team then set the gaps and made everything mirror-straight to prepare it for paint. To add an air of elegance and sophistication Randy loaded his spray gun with just enough Axalta Sandy Bronze pearl and laid down a mile-deep coating, bringing it all to life. Cool details like a Deuce grille, '39 Ford taillights, and custom leather trunk straps add



just the right amount of class.

Inside it's all business, starting with the factory dash filled with dials from AutoMeter to monitor the vitals. A Grant steering wheel mounted to an ididit tilt column carves the course while a custom console houses a B&M shifter to pull gears. A pair of one-off seats were covered in Hydes Beluga Black leather in a classic pleated pattern

by JS Custom Interiors of Salt Lake City who also whipped up the custom side and kick panels as well as the headliner, all accented by Mercedes black velour-

style carpeting. The completed coupe perfectly blends vintage charm with a well-balanced modern twist, making it a standout in any crowd, and we dig it.

EARLY IRON

Tim Bernsau Photos provided by Wayne & Nancy Osterhaus



Old-School Truck

◆ When Wayne and Nancy Osterhaus of Seneca, Kansas, were looking for a classic truck they contacted Gary Rinehart of Eagleville, Missouri. Rinehart had previously built their '34 Ford coupe, and had a couple of '41 pickups in his shed. Wayne and Nancy chose the one with a 2-1/2-inch chop. "We wanted a simple, subtle, old-school truck," Wayne told us. "Our only request was that it have that perfect Boyd Coddington stance—and air conditioning."



up with '46 Ford caps and rings. The 165/80R15 and 235/75R16 tires provide a "rubber rake" stance.

"I work for a Dr Pepper distributor, so that's how the Dr Pepper theme came about," Wayne says. "I do sign lettering for a hobby and hand-painted the '40s-style Dr Pepper

logo on the doors and air cleaner cover."

Bill Cantrell at Liberty Auto Upholstery covered the cut-down minivan seat in pleated synthetic leather. Other interior details include the Lokar shifter, Vintage Air A/C, and a 15-inch '40s-style steering wheel.

"The build took about three years," Wayne told us. "Driving the truck from Eagleville home to Seneca was 150 miles of smiles."

Read more about Wayne & Nancy's '41 Ford at streetrod.com.

The stance is achieved by a Fatman IFS and Posies adjustable rear leaf springs from Pete and Jakes, installed on the boxed original frame. The 350 small-block features a mild cam, Edelbrock carburetor, and custom graphics on the air cleaner and valve covers. A new driveshaft carries torque to the 3.00-geared rearend. "Its sweet spot is about 90 mph on the Interstate, and Flowmaster mufflers give it a nice throaty sound," Wayne reports.

Rinehart and Wayne agreed on Midnight Canyon Red paint, an '86 Ford color. Abrasive

rubbing materials created the perfect pulled-out-of-a-barn finish. The 15- and 16-inch steelies were painted '88 Ford Sand Beige and dressed



Fuel slosh inside a tank can cause a fuel gauge to give erratic readings. This is because a standard fuel sender with a pivoting float will bob up and down on the fuel, sloshing around in the tank. Classic Instruments has a tube-style fuel sender available that will eliminate the effects to the gauge of fuel sloshing around in the tank. The tube-style fuel senders don't have a pivot setup on the float so it doesn't move as much when fuel sloshes in the tank.



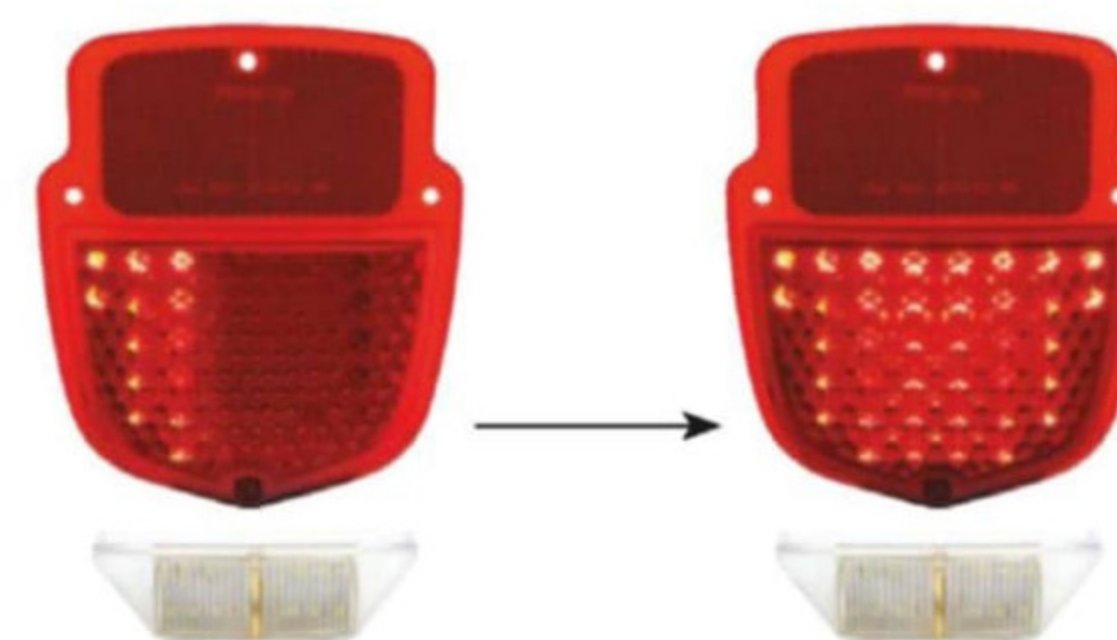
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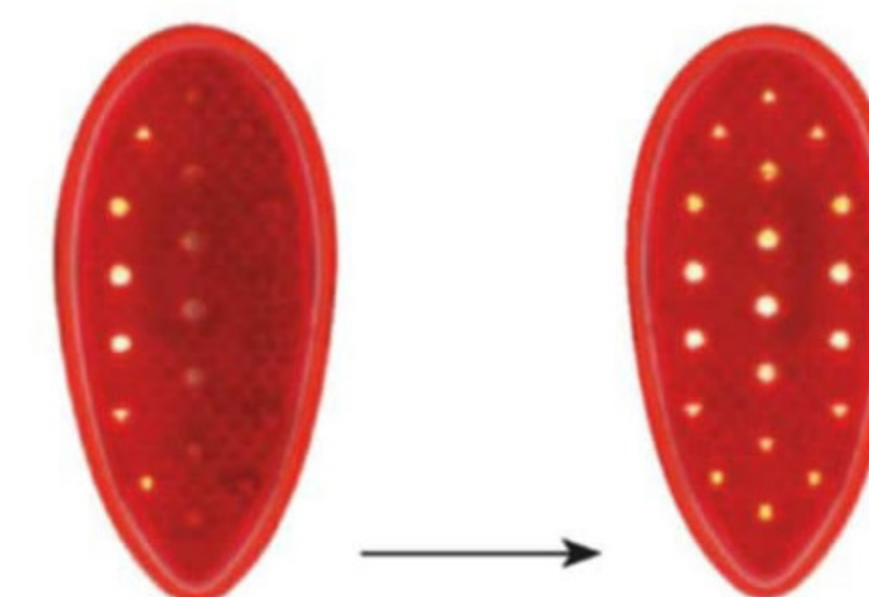
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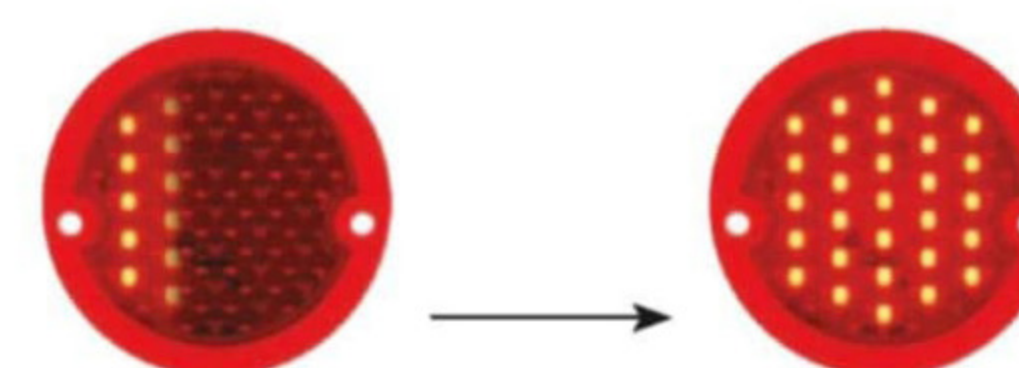
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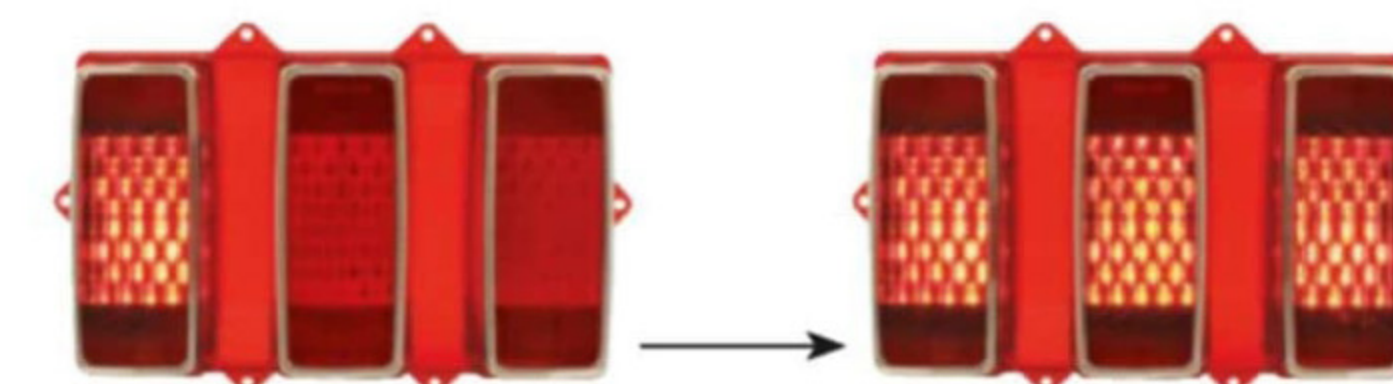
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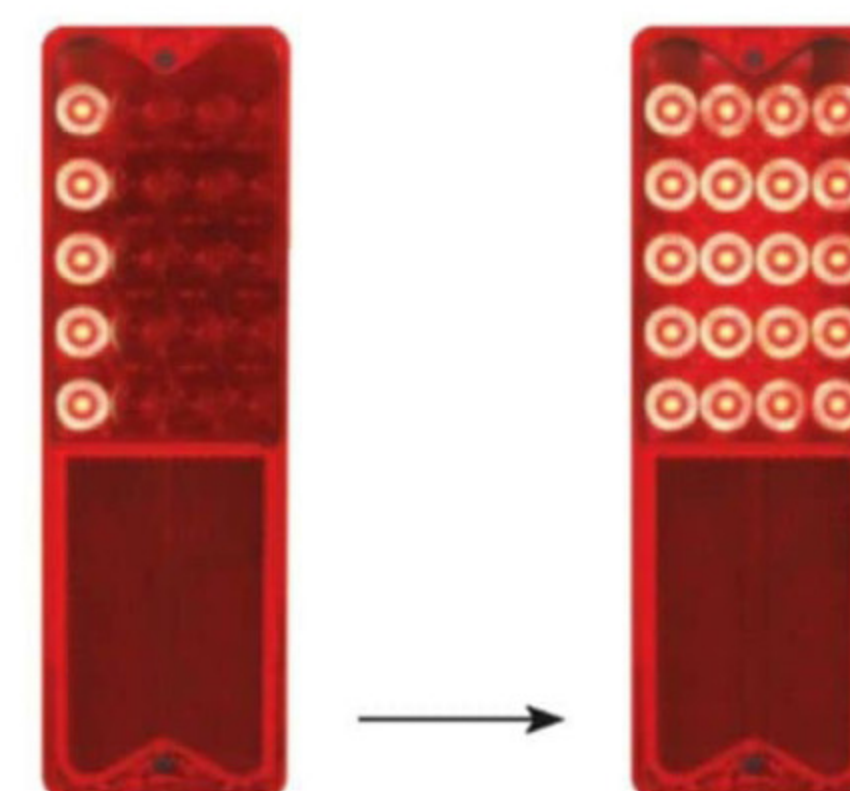
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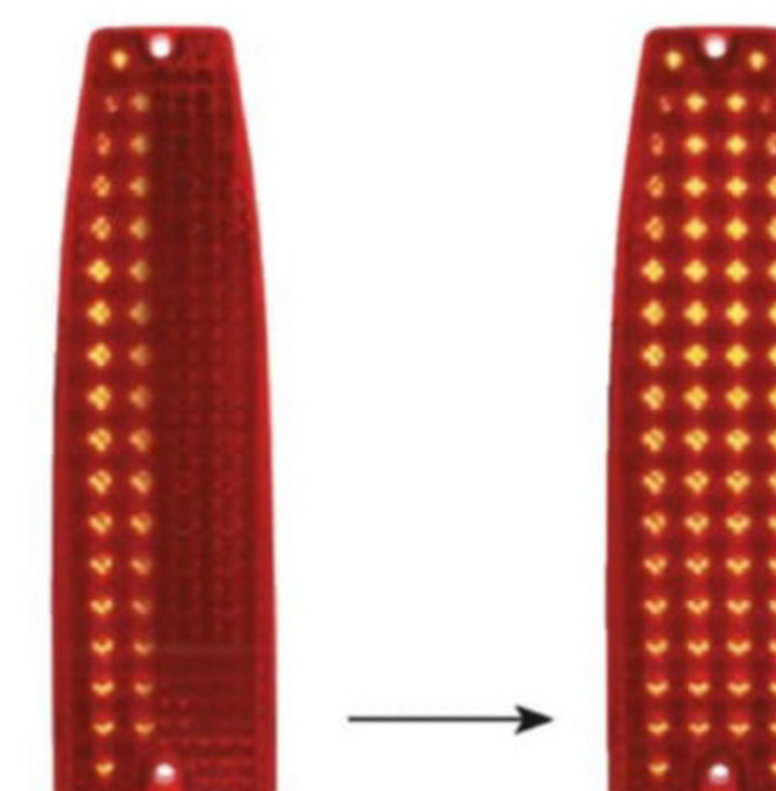
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SHOP MANUAL



Ron Ceridono

When Bigger Isn't Better and Simple is Best of All

Q I'm installing a new engine in my '40 Chevy sedan. It's an HT383 Chevrolet Performance long-block rated at 323 hp and 444 lb-ft of torque. The car has a 700-R4 overdrive automatic and this engine was recommended to me by a friend who has a lot more street rod building experience than I do. He said not to worry about dyno horsepower numbers and that this engine will perform well because of the torque it produces. We take lots of road trips during the summer and the 307 it's replacing

was strained at times.

I've debated what to do for the fuel delivery system. I've gone back and forth between fuel injection and a carburetor. For a number of reasons, including the costs, I've elected to go with a carburetor; now I have to figure out which one.

My first concern is how big of a carburetor to use. I've seen both 650- and

750-cfm carburetors recommended in print and on the web in various dyno tests of this engine. The second question is about air bleeds. I've been told that carburetors with adjustable air bleeds make them easier to tune. Should that be a consideration when selecting a carburetor?

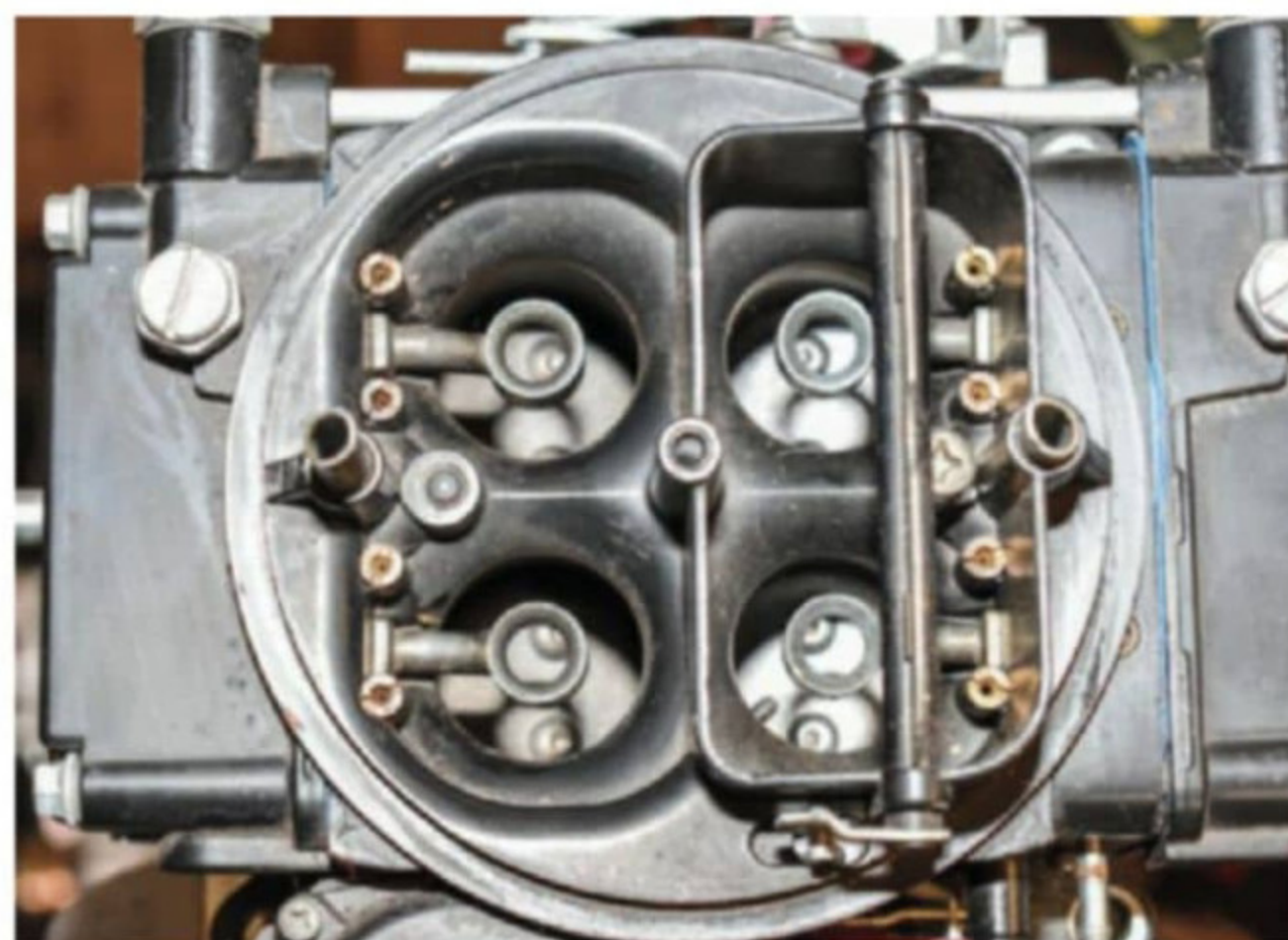
*Tom Gunther
Via the Internet*



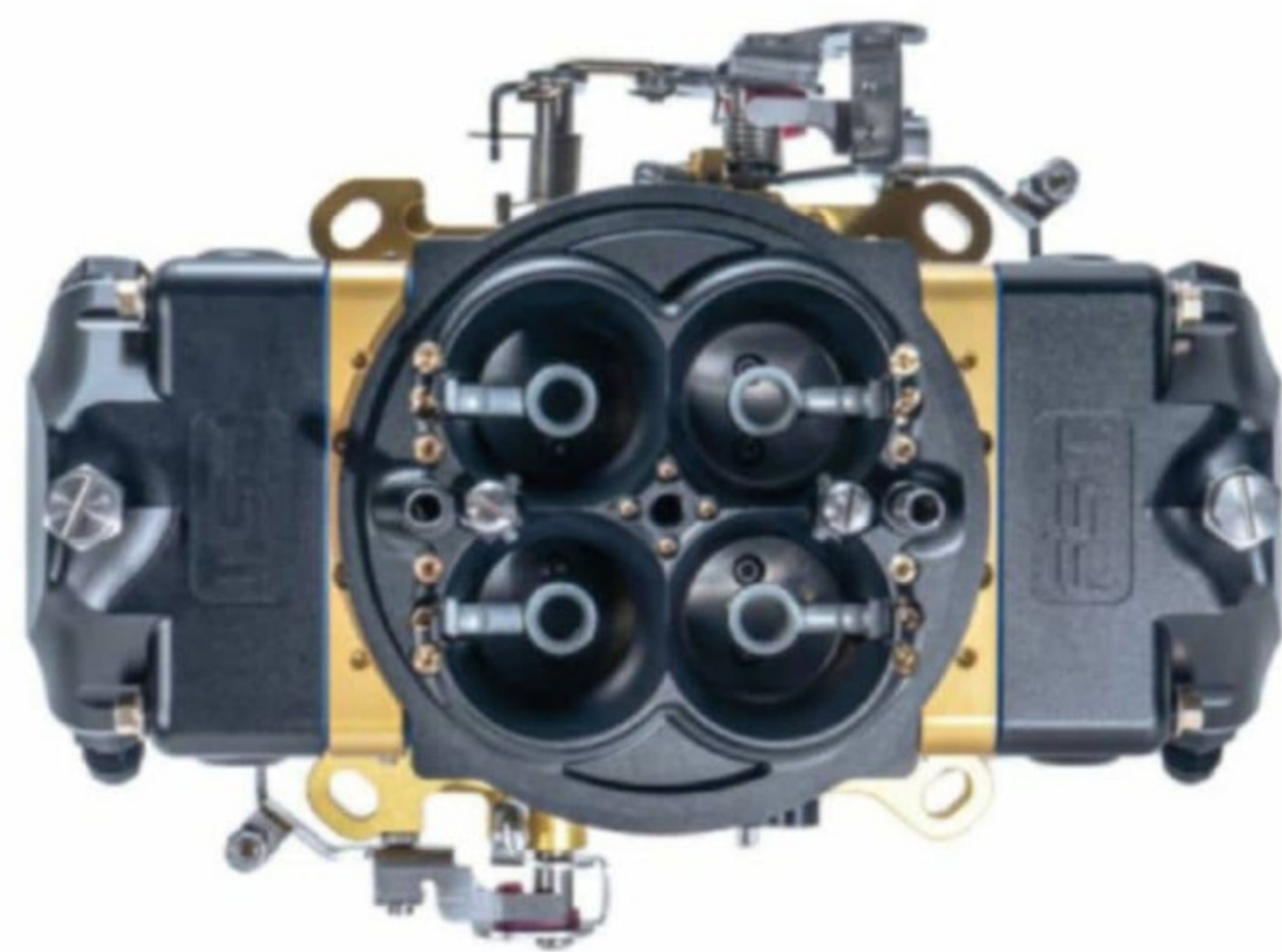
■ Most carburetors use fixed air bleeds. This is one of several (arrow) on an Edelbrock AVS carburetor.



■ While the Edelbrock's air bleeds are fixed, tuning is easily done with jets as well as the metering rods and staging springs under these covers (arrows).



■ This Quick Fuel carburetor has changeable air bleeds adjacent to each venturi for idle and high-speed operations (they look like jets).



■ FST's 850-cfm Billet X-treme Pro carburetor has adjustable air bleeds for idle, intermediate operation, as well as upper and lower ends of the high-speed circuit. There are also four additional idle bleeds around the air cleaner stud hole.

A Although it's generally considered a replacement truck engine, the HT383 is a great choice for a street rod. While there may be crate engines that make bigger horsepower numbers on a dyno, the HT383's torque will do a respectable job of launching your sedan from a standing start and pulling it up hills in overdrive with all the power accessories on. Your friend has the right idea. The reality is torque is what moves the car and you don't drive a dyno.

When selecting a carburetor the most common mistake is going too large. A commonly used formula for carburetor sizing is: engine size in cubic inches multiplied by maximum rpm divided by 3,456. In this case the maximum recommended engine speed from Chevrolet for an HT383 is 5,000 rpm: $383 \times 5,000 = 1,915,000 / 3,456 = 554$ cfm. Keep in mind that is for an engine that has 100 percent volumetric efficiency (VE), which means that the engine fills the cylinders completely. In operation, most stock engines have a VE rating of approximately 80 percent.

While our number crunching says one thing, Chevrolet says something else. They recommend a 750- or 770-cfm carburetor for maximum performance. That being said, a 650-cfm carburetor would provide good throttle response and work well for the type of use you have planned.

On the subject of air bleeds, just about all carburetors have them. Their purpose is to mix a small amount of air with the fuel before it's drawn into the throttle bores. In standard carburetors these bleeds are a fixed size and are usually referred to as emulsion tubes. High-performance carburetors have changeable bleeds as a tuning aid; however this is something that is best left to carburetor experts. Our advice is don't go too big, and keep it simple.



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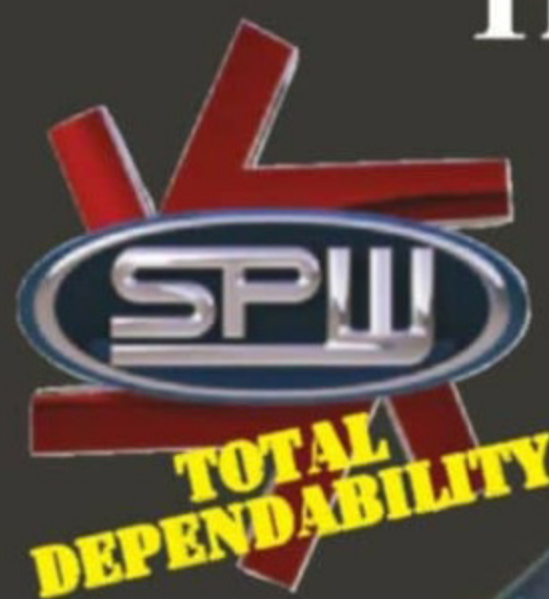
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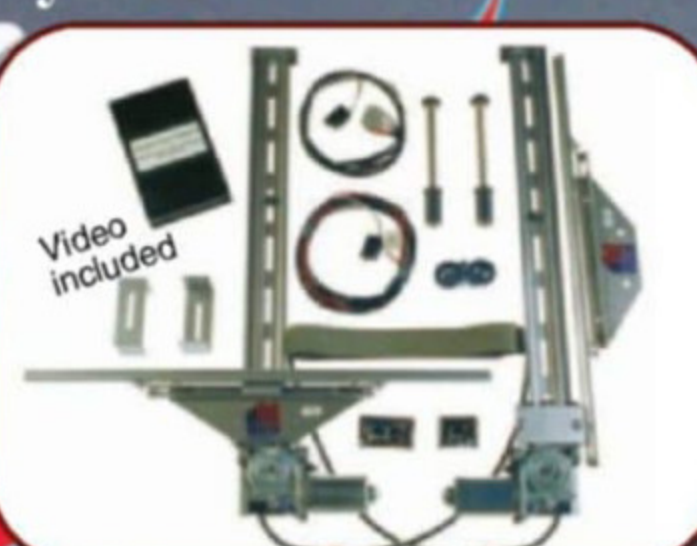


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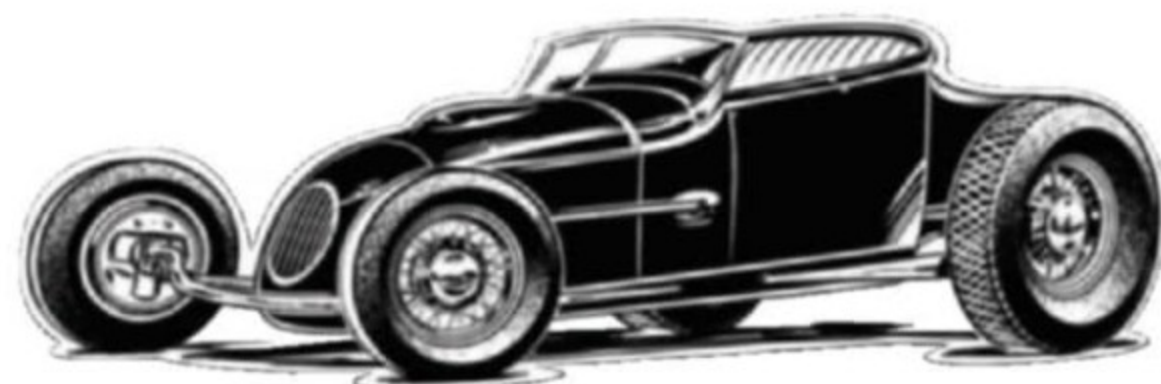


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Ron Covell

Making Running Boards

Q I need to make running boards for my '31 Dodge. I read your advice in a previous column to someone who asked about building running boards. You recommended building it in two halves, using a Rounding-Over die to curl the edges and then welding them together. I just bought a bead roller, but I don't have a TIG welder, and I believe MIG welding and smoothing that long joint will be difficult. Perhaps I could weld it from the back side, but doesn't MIG welding harden the metal?



■ This running board is mostly straight, but the curved flange on the inner edge adds some complication. This month, we'll explore some different ways to make this part.

I have been working with wood for 30-plus years, and I believe I can make a solid wooden form to match this shape. Do you think it would be possible to hammer one piece of metal around a form to shape the running board like I saw in your *Hammerforming* DVD? If so, do you have a recommendation on the type of metal to use and thickness?

Ken
Via email

A As you saw in my DVD, it is possible to make a wooden form, then clamp a flat piece of metal to it, and hammer the metal so it conforms to the shape of the wood. This is often used to form flanges on metal edges and your running boards appear to have approximately a 1-inch flange on the outer edge and about a 3-inch flange on the inner edge where it curls up to meet the body. The radius of the bends that form these flanges looks close to 1/2 inch, so they have about the same curvature as a piece of 1-inch tubing.

There is a limit to the width of a flange that can be made by working over a hammerform. Several variables affect this, including the radius of the corner, the curvature of the edge, and the thickness of the metal. It's hard to hammerform a flange more than about 1-1/2 inches wide, so forming the straight outer flange on your running board is feasible, but the taller (and curved) flange on the inner section is not. That's why I normally use two-piece construction for challenging details like this, and the best place to put the weld is in the center of the curve.

The advantage of using Rounding-Over dies is that they form a smooth, consistent 45-degree curl on the edge of the metal with a precise radius, with minimal distortion of the flat area. You could form this curled edge in other ways: you could make a wooden hammerform or you could work freehand over a T-dolly.

While it's true that MIG welds are harder (and usually larger) than TIG or gas welds, that just means it takes more time to sand them flat, people have been MIG welding

on auto bodies for decades with very durable results. You could make a case for welding the bottom side of the joint where the flat portion of the running board meets the vertical section going up to the body. This would put the weld bead on the convex side of the joint where it is easier to grind the weld bead smooth. You could also place a round (chill) bar on the concave side of the joint. This would help control the distortion by drawing some of the heat away from the weld, plus helping prevent "burn-through" as you are welding. It would also keep the bleed-through of the weld to a minimum, which would ease the cleanup of this area. The backing bar needs to be something other than steel, so the weld won't stick to it. My first choice would be copper or brass, but aluminum would work reasonably well.

I would recommend using cold-rolled steel, the same thickness as the original running board, which is probably between 16 and 18 gauge.

Good luck with your project, and write again if you need any more pointers.

► You can email your questions to Professor Hammer at covell@acruzio.com, or mail a letter to Covell Creative Metalworking, 106 Airport Blvd., Suite 105, Freedom, CA 95019. You will receive a personal reply. Ron Covell has made many videos on metalworking, and they can now be streamed or downloaded from his website! Check these out at covell.biz, along with his ongoing series of workshops held across the nation, or call for a current schedule of workshops and a free catalog of DVDs. Phone (831) 768-0705. Also, check out Ron's YouTube channel: www.youtube.com/user/covellron.

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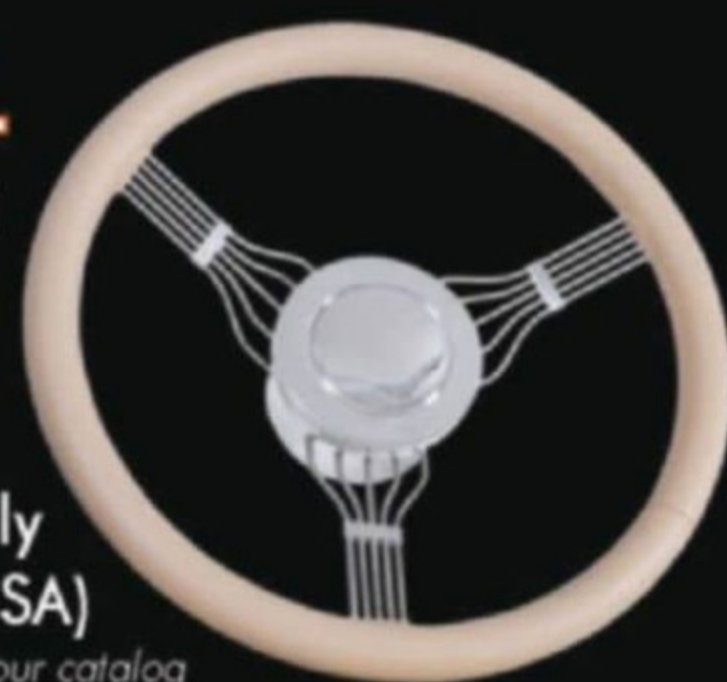


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